

JOINT MEETING
STATE OF CALIFORNIA
CALIFORNIA AIR RESOURCES BOARD
CALIFORNIA TRANSPORTATION COMMISSION
AND
CALIFORNIA DEPARTMENT OF HOUSING AND
COMMUNITY DEVELOPMENT

ZOOM PLATFORM
BAY AREA METRO CENTER CHAMBERS
375 BEALE STREET
SAN FRANCISCO, CALIFORNIA

THURSDAY, APRIL 9, 2025

1:02 P.M.

JAMES F. PETERS, CSR
CERTIFIED SHORTHAND REPORTER
LICENSE NUMBER 10063

APPEARANCES

CARB BOARD MEMBERS:

Lauren Sanchez, Chair

John Eisenhut

Senator Dean Florez

Assemblymember Corey A. Jackson

Patricia Lock Dawson

Tania Pacheco-Werner, PhD

Cliff Rechtschaffen

Miguel Santiago

Susan Shaheen, PhD

Diane Takvorian (Remote)

CTC COMMISSIONERS:

Clarissa Reyes Falcon, Chair

Paulette Brown-Hinds, PhD

Lee Ann Eager

Jason Elliott

Darnell Grisby

Zahirah Mann

Bob Tiffany

APPEARANCES CONTINUED

CARB STAFF:

Steven Cliff, PhD, Executive Officer

Shannon Dilley Chief Counsel

Chanell Fletcher, Deputy Executive Officer - Equity,
Communities, and Environmental Justice

Cynthia Armour, Air Pollution Specialist, Transportation
and Land Use Planning Branch, Sustainable Transportation
and Communities Division(STCD)

Alaina Bompiedi, Air Pollution Specialist, Climate
Investments Branch, STCD

Kristina Boudreaux, Senior Attorney, Legal Office

Amy Budahn, Manager, Climate Investments Benefits,
Section, STCD

Mario Cruz, Branch Chief, Climate Investments Branch, STCD

Nicole Enright, Manager, Climate Investments
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Dana Grubaugh, Assistant Chief Counsel

Shannon Hatcher, Air Pollution Specialist, Transportation
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Kelly Obranowicz, Attorney, Legal Office

Annalisa Schilla, Acting Division Chief, STCD

Jennifer Tendick, Air Pollution Specialist, Air Pollution
Specialist, Transportation and Land Use Planning Branch,
STCD

APPEARANCES CONTINUED

CARB STAFF:

Lana Wong, Staff Air Pollution Specialist, Climate Investments Branch, STCD

CTC STAFF:

Tanisha Taylor, Executive Director

Paul Golaszewski, Chief Deputy Director

Justin Behrens, Deputy Director, Legislation and Finance

Laura Pennebaker, Deputy Director, Transportation Planning

Matthew Yosgott, Deputy Director SB 1 Programming

Brigitte Driller, Associate Deputy Director, Planning

Sequoia Erasmus, Associate Deputy Director, Planning

Doug Remedios, Commission Clerk

Justin Hall, Commission Clerk

Benjamin Williams, Legislative Analyst

Dylan Jimenez, Analyst I

HCD STAFF:

Gustavo Velasquez, Director

Gabriela Sayas del Rio, Climate and Transportation Manager

Carmen Kuan, Climate and Transportation Policy Analyst

APPEARANCES CONTINUED

ALSO PRESENT:

Will Barrett, American Lung Association

Reema Bzeih, Pacific Environment

Sarah Deslauriers, California Association of Sanitation
Agencies

Steve Jepsen, Clean Water SoCal

Julia Levin, Bioenergy Association of California

Dave Rothbart

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1 Commission for hosting us today in their wonderful
2 facilities. Thank you so much.

3 And before we get into introductory remarks, we
4 will start with the roll call starting with the CTC and
5 then I'll pass it over to Chair Lauren Sanchez for her
6 roll call. So with that, Douglas.

7 CTC CLERK REMEDIOS: Thank you, Chair.

8 Commissioner Bradshaw?

9 Vice Chair Cruz.

10 Commissioner Brown-Hinds.

11 CTC COMMISSIONER BROWN-HINDS: Here.

12 CTC CLERK REMEDIOS: Commissioner Eager.

13 CTC COMMISSIONER EAGER: Present.

14 CTC CLERK REMEDIOS: Commissioner Elliott.

15 Commissioner Grisby.

16 Commissioner Guardino.

17 Commissioner Mann.

18 CTC COMMISSIONER MANN: Here.

19 CTC CLERK REMEDIOS: Commissioner Tiffany.

20 CTC COMMISSIONER TIFFANY: Here.

21 CTC CLERK REMEDIOS: Chair Falcon?

22 CTC CHAIR FALCON: Here.

23 CTC CLERK REMEDIOS: Senator Cortese.

24 Assemblymember Wilson.

25 Chair, we have a quorum.

1 CTC CHAIR FALCON: Thank you, Douglas.

2 And now, I will pass it on to Chair Lauren
3 Sanchez.

4 CARB CHAIR SANCHEZ: Thank you, Chair. Will the
5 CARB Board Clerk please call the roll

6 CARB BOARD CLERK FRENCH: Dr. Balmes.
7 Mr. Eisenhut.

8 CARB BOARD MEMBER EISENHUT: Here.

9 CARB BOARD CLERK FRENCH: Senator Florez.

10 CARB BOARD MEMBER FLOREZ: Here.

11 CARB BOARD CLERK FRENCH: Councilman Guerra.
12 Supervisor Hopkins.

13 Assemblymember Jackson.

14 Mayor Lock-Dawson.

15 CARB BOARD MEMBER LOCK-DAWSON: Here.

16 CARB BOARD CLERK FRENCH: Dr. Pacheco-Werner.

17 CARB BOARD MEMBER PACHECO-WERNER: Here.

18 CARB BOARD CLERK FRENCH: Mr. Rechtschaffen.

19 CARB BOARD MEMBER RECHTSCHAFFEN: Here.

20 CARB BOARD CLERK FRENCH: Assemblymember
21 Santiago.

22 CARB BOARD MEMBER SANTIAGO: Here

23 CARB BOARD CLERK FRENCH: Dr. Shaheen.

24 CARB BOARD MEMBER SHAHEEN: Here.

25 CARB BOARD CLERK FRENCH: Mayor Silva.

1 Senator Stern?

2 Dr. Stigler Granados.

3 Ms. Takvorian.

4 CARB BOARD MEMBER TAKVORIAN: Here.

5 CARB BOARD CLERK FRENCH: Chair Sanchez.

6 CARB CHAIR SANCHEZ: Here.

7 CARB BOARD CLERK FRENCH: Madam Chair, we're
8 ready to proceed.

9 CARB CHAIR SANCHEZ: Thank you very much.

10 A CARB Board member has notified the Board of the
11 member's need to attend and participate remotely pursuant
12 to Subdivision (j)(2) of the Government Code section
13 11123.2. In accordance with that subdivision, the Board
14 shall take action to approve the exemption and shall
15 request a general description of the circumstances
16 relating to the Member's need to participate remotely at
17 the meeting. Board Member Pacheco-Werner will you now
18 read your statement.

19 CARB BOARD MEMBER PACHECO-WERNER: Thank you. I
20 intended to participate in this meeting in person today.
21 However, I have a temporary physical disability that
22 prevents me from attending in person. I have a need to
23 participate remotely due to illness that presently limits
24 a major life activity.

25 CARB CHAIR SANCHEZ: Thank you, Dr.

1 Pacheco-Werner.

2 Board members, do you have any questions?

3 Seeing none.

4 To satisfy the statutory requirements, the Board
5 must vote to allow Board Member Pacheco-Werner to
6 participate remotely and count towards our in-person
7 quorum. Do I have a motion and a second.

8 CARB BOARD MEMBER RECHTSCHAFFEN: So moved.

9 CARB BOARD MEMBER SHAHEEN: Second.

10 CARB CHAIR SANCHEZ: Thank you. Board Clerk,
11 would you please call the roll.

12 CARB BOARD CLERK FRENCH: Mr. Eisenhut?

13 CARB BOARD MEMBER EISENHUT: Yes.

14 CARB BOARD CLERK FRENCH: Senator Florez?

15 CARB BOARD MEMBER FLOREZ: Yes.

16 CARB BOARD CLERK FRENCH: Mayor Lock Dawson?

17 CARB BOARD MEMBER LOCK DAWSON: Aye.

18 CARB BOARD CLERK FRENCH: Mr. Rechtschaffen?

19 CARB BOARD MEMBER RECHTSCHAFFEN: Yes.

20 CARB BOARD CLERK FRENCH: Assemblymember
21 Santiago?

22 CARB BOARD MEMBER SANTIAGO: Yes.

23 CARB BOARD CLERK FRENCH: Dr. Shaheen?

24 CARB BOARD MEMBER SHAHEEN: Aye.

25 CARB BOARD CLERK FRENCH: Ms. Takvorian?

1 CARB BOARD MEMBER TAKVORIAN: Yes.

2 CARB BOARD CLERK FRENCH: Chair Sanchez?

3 CARB CHAIR SANCHEZ: Yes.

4 CARB BOARD CLERK FRENCH: Madam Chair, the vote
5 has passed and we now have an in-person quorum.

6 CARB CHAIR SANCHEZ: Thank you very much.

7 Back to you, Madam Chair.

8 CTC CHAIR FALCON: Thank you, Chair Sanchez.

9 And I'm going to kick it back to Douglas to read
10 the webinar instructions for participation.

11 CTC CLERK REMEDIOS: Thank you, Chair.

12 Welcome to the joint meeting of the California
13 Transportation Commission, California Air Resources Board,
14 and California Department of Housing and Community
15 Development. The purpose of this -- of these meetings is
16 to coordinate the implementation of policies that jointly
17 affect transportation, housing and air quality.

18 The meeting's agenda is located on each of our
19 websites. All of the presentations for today's meeting
20 are also available on the joint meetings page of the CTC
21 website. All documents created for this meeting can be
22 translated into any language you need. Simply email us at
23 ctc@catc.ca.gov and we'll have them returned to you as
24 quickly as possible.

25 American Sign Language translation is being

1 provided for this meeting. You should see the translators
2 on your screen. Live closed captioning is also available.
3 Please select the "Show Captions" tab at the bottom of
4 your screen. There are a number of language options
5 available there to choose from.

6 For our presenters, if you're on the agenda to
7 make a presentation, please do your best to be succinct.
8 Please remember to speak at a steady pace to allow our
9 translating service adequate for accurate translations.
10 If you're presenting remotely we hope that you will turn
11 on your camera during your presentation if you have one.

12 For the members of the public, we welcome
13 comments from the public as part of each item at this
14 meeting. For those attending in person, please submit a
15 speaker's slip to the clerk at the front of the room.
16 Speaker slips are out front by the agendas. And I am the
17 clerk, you can turn them over to me to let us know that
18 you want to comment on an item.

19 For those attending via Zoom, you should see the
20 webinar control panel, likely located on the bottom of
21 your screen. There, you'll find the raised hand and Q&A
22 tabs. We encourage you to use the raise hand feature as
23 soon as we reach the item to give the system time to
24 acknowledge you. Staff will let you know when it's your
25 turn to make a comment. Alternately, you may use the Q&A

1 tab to submit your comment in writing. Staff will read
2 the comment on your behalf.

3 As a reminder, each registered attendee is
4 provided a unique link and -- to access this webinar.
5 These should not be shared with other participants as this
6 can create confusion for staff when making comments.
7 Please remember to speak at a steady pace to allow our
8 translating service adequate time for accurate
9 translations. Please do your best to be concise. Please
10 make sure that your comments add new information. If you
11 agree with the comments of a previous speaker, simply make
12 that statement.

13 We ask that you make your point in two minutes
14 minute or less. If, for some reason, we have many
15 speakers on a single topic, we reserve the right to limit
16 comments to one minute, if needed.

17 Thank you for joining us today.

18 CTC CHAIR FALCON: Thank you, Douglas.

19 Okay. So this morning some of us were able to
20 join a tour organized by BART, MTC and with speakers from
21 the private sector partners to learn about various
22 innovative transit-oriented developments in the Bay Area.
23 And I want to thank and acknowledge the staffs of the
24 California Transportation Commission, the California Air
25 Resources Board and the Housing Community Development,

1 specifically Brigitte, Lana and Carmen from each of our
2 respective agencies and all of their team members that
3 helped support putting together this tour that was very
4 impactful.

5 We've very much appreciate the opportunity to
6 witness local examples of housing and transportation
7 policy in action. And seeing our collective work and
8 investments, not just in infrastructure, but in developing
9 communities that serve people. And so, it was really,
10 really impactful for each of us to see what these dollars
11 that we are -- and work that we are dedicating towards
12 these efforts and seeing it come to fruition. I look
13 forward to today's conversation with our agencies
14 partners.

15 We'll begin the meeting with an update from our
16 Commission Executive Director Tanisha Taylor on
17 interagency coordination since the last joint meeting back
18 in November of 2025 followed by a series of presentations
19 on housing and sustainable communities.

20 The first item centers on housing as a climate
21 solution and features presentations from State agencies
22 highlighting policies and programs that increase housing
23 production and reduce greenhouse gas emissions. Next,
24 we'll hear a series of presentations from regional
25 transportation agencies on their Sustainable Communities

1 Strategies efforts, successes and implementation
2 challenges.

3 We are really happy to be here, as the joint
4 meeting provides a valuable space for coordination and
5 just hearing each other and what our collective efforts
6 are doing, in each of our agencies. We look forward to
7 today's discussions. And before I turn it over to CARB
8 Chair Sanchez, I want to highlight an important update on
9 a Commission program relevant to this joint body.

10 Last month, the Active Transportation Program
11 announced the call for projects for our 8th cycle. There
12 is over \$600 million in funding capacity for this cycle.
13 The Program supports projects that increase walking,
14 rolling, and bicycling, encourages walkable communities,
15 improves equity, and reduces greenhouse gas emissions. So
16 get your applications out there. They are due on June
17 22nd. It is a very competitive program and it is a -- and
18 it is one that always sparks a lot of excitement and
19 active conversation. And it's really exciting to see the
20 kinds of projects that we get to see at the CTC from all
21 parts of the state.

22 So that concludes my remarks and I am pleased to
23 turn it over to CARB Chair Sanchez. Thank you.

24 CARB CHAIR SANCHEZ: Thank you, Chair Falcon.

25 And our thanks to the Commission for hosting us today for

1 the meeting. And congratulations on your appointment as
2 Chair. Really looking forward to our work together this
3 year.

4 Today's discussion is so important, because
5 climate policy is housing policy. We know that here in
6 California the two issues are deeply intertwined and
7 really this is the joint body to tackle those issues. We
8 know that when homes are built closer to jobs, schools,
9 services, transit, Californians don't have to drive as
10 far, reducing pollution and delivering benefits to
11 communities across this state. We know that achieving
12 carbon neutrality requires working together across our
13 three agencies to prioritize climate-friendly housing and
14 transportation options at the State, regional, and local
15 level.

16 Sustainable communities means building housing in
17 neighborhoods where people have diverse transportation
18 options and can meet their daily needs by foot, bike or
19 transit, therefore especially today, saving money and also
20 reducing pollution.

21 The projects that were mentioned and visited
22 today by the Chair and our team, I'm proud to say were
23 largely supported by the Greenhouse Gas Reduction Fund,
24 revenue generated by our Cap-and-Invest program, and
25 really highlight the importance of partnerships across our

1 agencies, but also across the private sector, and
2 different levels of government. So very proud to lift up
3 partnerships like these that improve public health,
4 housing, transportation, especially in our most
5 overburdened communities, here in California.

6 I look forward to today's productive discussion
7 on two meaty topics. I know the Board is very much
8 looking forward to engaging on these two issues and really
9 narrowing in on how -- focusing on Sustainable Communities
10 can help meet the State's climate, transportation and
11 housing goals.

12 And with that, I will pass it back to you, Chair.

13 CTC CHAIR FALCON: Thank you, Chair Sanchez.

14 And now, I will turn it over to Director
15 Velasquez who is joining us virtually.

16 HCD DIRECTOR VELASQUEZ: Yes. Thank you. Thank
17 you very much. Good afternoon Chair Falcon, Chair
18 Sanchez, Commissioners, Board members and members of the
19 public. First, sincere apologies for not being there in
20 person. Preparation for budget hearings here in
21 Sacramento are preventing me from being there with you.
22 But nonetheless, I just want to share just some quick
23 updates with you all.

24 First of all, in just about three months, the
25 State of California will have a new Housing and

1 Homelessness Agency, meaning all of our far reaching
2 housing efforts will finally be under one roof, very
3 similar to how the transportation agency was created some
4 years ago. This change will result in streamlined
5 affordable housing financing, shortened development
6 timelines, simplified application processes, and
7 strengthened efforts to continue promoting infill and
8 location-efficient housing.

9 Our efforts are already yielding promising
10 results. HCD has been tracking housing moving down the
11 plan to development pipeline, and we have found that
12 recently permitted housing is increasingly being
13 concentrated in high quality transit areas, as compared to
14 historical and existing patterns. What is more,
15 anticipated development for the 6th cycle has an even
16 higher concentration. This may not be entirely surprising
17 after all, and I've said this in previous meetings, a key
18 objective of RHNA is to promote infill development in
19 housing in places well connected to accessible transit in
20 crucial destinations.

21 RHNA, in other words, is proving to be an
22 incredibly effective tool at helping us move towards more
23 efficient land use patterns that achieve housing, pro
24 climate and clean transportation policy goals at the same
25 time. Basically, the purpose of what brings us together

1 to these joint meetings. For example, RHNA is helping
2 reduce VMT by allocating the majority of housing needs to
3 lower VMT areas a concerted effort between HCD and
4 regional governments. RHNA is farther supported by recent
5 legislation that brings housing towards denser and
6 transit-rich areas aimed at connecting Californians to
7 more opportunities.

8 Some have reduced or eliminated parking
9 requirements entirely, such as when housing is near
10 transit. Others have gone even farther, like AB 2011, if
11 you remember that legislation from a couple years ago,
12 which now allows for housing in commercially zoned areas.
13 And the VMT mitigation bank, as we'll hear more about
14 today, will very soon start funding affordable housing in
15 location-efficient areas through the TOD implementation
16 program, helping HCD and our State partners here
17 materialize our shared goals. For those who attended the
18 site tour this morning, thank you MTA. This new funding
19 stream will make it much more possible to have people,
20 regardless of their income, race or age living near good
21 jobs, high quality transit, and in walkable neighborhoods.
22 It's really an incredible collaborative half year between
23 the Office of Land Use and Climate Innovation, HCD and
24 others here today.

25 But I'd be remiss not to mention one of the most

1 collaborative processes to date, and I will close with
2 this. Developing SB 79 guidance, in partnership with
3 Caltrans and regional governments, thank you to all of the
4 MPOs, the SCAG, SANDAG, CALCOG, MTA, all of you for whom
5 we will be hearing today. Thanks to this ongoing
6 partnership, HCD is in a much better position to support
7 the development of transit-oriented housing in key areas
8 across the state.

9 If this small yet meaningful selection of work is
10 indicative of anything, is that we must continue
11 partnering like we do at every meeting, every year, across
12 agencies and geographies to make this work a reality.
13 Rest assured, despite some major changes coming our way
14 this summer with the transportation -- with the Housing
15 and Homelessness Agency, HCD will remain committed,
16 partnering with you, CTC, CARB in realizing housing, land
17 use, climate and transportation goals together.

18 Thank you very much, both Chair.

19 CTC CHAIR FALCON: Thank you, Director Velasquez
20 and for your spirit of partnership with our agencies.

21 I'm going to turn it over to Undersecretary of
22 California's Transportation Agency, James Hacker who is
23 joining us virtually. Hi, James.

24 CalSTA UNDERSECRETARY HACKER: Hello. Good
25 afternoon. Can everybody hear me?

1 CTC CHAIR FALCON: Yes.

2 CalSTA UNDERSECRETARY HACKER: Oh, great.
3 Awesome. Thank you. Well, good afternoon, everybody.
4 Thank you, Madam Chairs. Thank you to the members of the
5 CTC and CARB and members from Housing and Community
6 Development Department who are all here taking part in
7 this very important piece of collaboration that we're
8 doing right here early.

9 As Chair Falcon mentioned, I'm James Hacker. I'm
10 the Undersecretary here at CalSTA sitting in for Secretary
11 Omishakin, who unfortunately can't join us but sends his
12 regards. And I apologize, alongside Director Velasquez,
13 for also not being there in person, but very happy to be
14 here and have the opportunity to address you virtually.

15 Doubly excited, given the topic of today's
16 meeting, which is the significant nexus between housing,
17 transportation and climate issues. Here at CalSTA,
18 that -- sort of the focus on that nexus starts with a
19 focus on land use, which is a critical part of the State's
20 strategic climate action, effectively addressing
21 California's housing crisis while simultaneously reducing
22 vehicle miles traveled for VMT requires a strong overlap
23 and ongoing coordination between transportation, housing,
24 and land-use policies. Impactful and efficient land use
25 decisions must support the State's housing demand and

1 housing goals while meeting our transportation, climate
2 and equity goals.

3 With that in mind, last year, CalSTA created the
4 Sustainable Communities Task Force, or SCTF, to help
5 identify opportunities to better move from planning to
6 implementation when it comes to our Sustainable
7 Communities Strategies specifically, and VMT-reducing
8 development more broadly. The SCTF has met multiple times
9 since the middle of last year, most recently in February,
10 where the discussion focused specifically on
11 transportation policy that accelerates infill and housing
12 development.

13 The SCTF is engaging on transportation policy
14 that decreases VMT and greenhouse gas emissions, while
15 finding ways to increase livability and quality of life
16 for communities across California. So thank you to all of
17 you who participated in that process. We look forward to
18 more conversations to come, and we look forward to the
19 SCTF's report with those recommendations slated for fall
20 of this year.

21 Another key report from CalSTA, the Transit
22 Transformation Task Force, or TTTF, report was published
23 just this past January. As a bit of background, for those
24 who aren't tracking SB 125, in addition to providing
25 significant support for the State's transit agencies, also

1 required CalSTA to establish and convene the TTTF. It
2 included representatives from CalSTA, various local
3 agencies, academic institutions, non-governmental
4 organizations, and other transit stakeholders. And it's
5 purpose was to develop policy recommendations to stabilize
6 transit agencies across the state, pro-transit ridership,
7 and improve the transit experience for all users of those
8 services.

9 Several of the recommendations that came out of
10 that report focused explicitly on land use and the
11 transportation housing nexus, including to focus on the
12 importance of transit-oriented development, increasing
13 density near transit services, and finding opportunities
14 to better utilize the facilities and property of the
15 transit agencies and they own to facilitate both better
16 service and additional housing.

17 On top of this, California -- or several pieces
18 of recent housing-related legislation have underscored the
19 State's growing commitment to building a vibrant -- to
20 building a vibrant, transit-connected corridors -- or
21 communities where people can thrive without reliance on a
22 car. Here at CalSTA, we're particularly excited about
23 several of these, most notably those that enable
24 affordable and mixed income housing to be built more
25 easily along transit-friendly commercial corridors,

1 expected approval processes for urban infill projects
2 including those near transit, as well as, like already
3 alluded to in earlier comments, additional opportunities
4 to utilize infill housing and other land use decisions as
5 environmental mitigation for transportation projects.

6 These laws are laying the groundwork for walkable
7 neighborhoods and more vibrant neighborhoods that are
8 affordable, accessible, and sustainable, and they're
9 accelerating the creation of homes in the very places
10 where transit can offer the greatest benefits. However,
11 for these laws to work and to deliver on the promise that
12 they hold, we need robust, reliable public transportation
13 across the state.

14 To advance these goals this past spring, Caltrans
15 adopted a director's policy on transit in a first for the
16 Department. This policy serves as the high level guide
17 outlining the Department's commitment to supporting public
18 transit on the State highway system, and encourages
19 flexible, contact-sensitive solutions to better connect
20 and improve transit options for people of all ages and
21 abilities. The upshot of this is that as appropriate,
22 Caltrans will integrate public transit features into
23 highway projects to better strengthen the state's transit
24 network and will further seek to support transit service
25 across the state.

1 To help move policy to action, Caltrans is in the
2 process of developing an implementation plan with specific
3 steps and strategies to help -- to deliver the policy from
4 sort of promise to action. This will be informed by input
5 from partners and stakeholders. And Caltrans is expecting
6 to deliver that implementation plan by the fall of this
7 year.

8 Through these efforts CalSTA is working to
9 support land use, housing and transportation strategies
10 that reduce greenhouse gas emissions that's warming the
11 state's and the world's climate. When done right, these
12 efforts will advance CalSTA's core four priorities,
13 climate action, equity, safety and prosperity. And we're
14 looking forward to continued collaboration with the
15 members of these committees, and with everybody who is
16 participating today to help advance this important
17 conversation.

18 Thank you again for having me and for your
19 continued partnership in this work. And with that, I'll
20 pass it back to the Chairs.

21 CTC CHAIR FALCON: Thank you Undersecretary
22 Hacker. Good to see you and thank you for joining us
23 virtually and providing your update. Always great to have
24 you as part of our meetings.

25 Before I turn it over to Justin for any public

1 comments, I wanted to acknowledge Assemblymember Corey
2 Jackson, ex officio member of CARB. Welcome. Thank you
3 for joining us.

4 With that, Justin, are there any public comments?

5 CTC ASSISTANT CLERK HALL: Chair, I'm not seeing
6 any requests to comment at this time.

7 CTC CHAIR FALCON: Okay. Thank you, Justin.

8 Any comments or questions from Commissioners, or
9 Board members, or from the executive leadership?

10 Okay. All right. Seeing none, I'm going to move
11 along to Item 2. And this is the progress report on joint
12 meeting interagency coordination. And we have CTC
13 Executive Director Tanisha Taylor that will provide the
14 update.

15 CTC EXECUTIVE DIRECTOR TAYLOR: Thank you, Chair
16 Falcon.

17 Good afternoon, Commissioners, Board members and
18 Director Velasquez. Congratulations to you, our recently
19 elected Chair Falcon, as this is her first joint meeting
20 presiding as Chair of the Commission, and welcome to each
21 of the new CARB Board members. It's a pleasure to be up
22 here with you. I look forward to working with each and
23 every one of you.

24 I am pleased that we are hosting today's joint
25 meeting to coordinate statewide transportation, climate,

1 and housing policy with our partners at the Air Resources
2 Board and the Department of Housing and Community
3 Development.

4 (Slide presentation).

5 CTC EXECUTIVE DIRECTOR TAYLOR: My presentation
6 touches on the work our agencies have been doing since our
7 last joint meeting to advance our shared policy goals and
8 improve the lives of all Californians.

9 Next slide, please.

10 [SLIDE CHANGE]

11 CTC EXECUTIVE DIRECTOR TAYLOR: At our last
12 meeting in Sacramento on November 6th, 2025, we heard from
13 CARB and Caltrans staff regarding federal actions that
14 could negatively impact transportation plans and projects
15 across many communities. Regional government agencies
16 highlighted risks to specific transportation projects.

17 Next slide, please.

18 [SLIDE CHANGE]

19 CTC EXECUTIVE DIRECTOR TAYLOR: Now, I'd like to
20 delve more into this topic and share what has occurred
21 since our last joint meeting. The last joint meeting was
22 centered on the issue of conformity, which ensures that
23 the transportation plans and projects we fund stay within
24 emissions limits set in our air quality State
25 Implementation Plans.

1 of the joint meeting.

2 Next slide.

3 [SLIDE CHANGE]

4 CTC EXECUTIVE DIRECTOR TAYLOR: Commission staff
5 is in the process of updating the guidelines for the
6 Senate Bill 1 funding programs, including the Solutions
7 For Congested Corridors Program, the Trade Corridor
8 Enhancement Program, and the Local Partnership Program.
9 The 2026 cycle of the SB 1 program guidelines includes a
10 series of stakeholder workshops, CARB, HCD and regional
11 transportation planning agencies are regularly engaged in
12 this process, and provide vital feedback on the
13 development of these guidelines.

14 The Commission's SB 1 program's team will host a
15 virtual guidelines development workshop focused on equity
16 and community engagement on April 15th, 2026. This
17 workshop provides partners with an opportunity to share
18 input on how the SB 1 programs can continue, advancing
19 equity, and community engagement through the program
20 guidelines and the SB 1 transportation equity supplement.

21 The SB 1 program's team also recently held an SB
22 1 workforce development workshop on March 26th.
23 Commission staff is working closely with the Interagency
24 Equity Advisory Committee on this SB 1 program cycle. The
25 Equity Advisory Committee advises the Commission,

1 Caltrans, and CalSTA on how to achieve meaningful outcomes
2 in transportation equity, environmental justice, and
3 equitable economic opportunities.

4 Four Equity Advisory Committee members are
5 supporting this effort as subject matter experts and
6 conducting in-depth reviews of the SB 1's programs
7 community engagement criteria. Commission staff will
8 present to the Equity Advisory Committee Subcommittee on
9 Community Engagement on April 20th to gather additional
10 feedback from the Equity Advisory Committee members.

11 Additionally, the Commission's SB 1 team will
12 host a round of virtual program-specific guidelines
13 development workshops in April.

14 Next slide, please.

15 [SLIDE CHANGE]

16 CTC EXECUTIVE DIRECTOR TAYLOR: Later on our
17 agenda, we'll discuss Sustainable Communities Strategies
18 and Senate Bill 375. Our State MPOs are required to
19 prepare Sustainable Communities Strategies as part of
20 their Regional Transportation Plan. The strategy must
21 outline how the region will achieve greenhouse gas
22 emissions reduction goals. Senate Bill 375, as we've
23 already heard through many of our opening remarks, sits at
24 the intersection of housing, land use, transportation, and
25 climate, and it requires close coordination across our

1 agencies and with the State's MPOs.

2 We appreciate that many of our regional partners
3 are here again to talk about this important work. Our
4 agencies and regional partners have several efforts
5 underway this year and next. First, the California Air
6 Resources Board is preparing the Senate Bill 150 report to
7 the Legislature, which will provide updated data on
8 Regional Transportation Plan Sustainable Communities
9 Strategies progress, and to highlight best practices that
10 can help advance implementation.

11 In parallel, CARB is also updating the 2035
12 regional greenhouse gas emissions reduction targets and
13 associated evaluation guidelines through a public process
14 with our State, MPO and non-governmental organization
15 partners to share information, gather feedback and ensure
16 opportunities to meaningfully participate.

17 The proposed 2035 targets will be considered by
18 CARB's Board later this fall and the updated guidelines
19 are anticipated in December 2027. In the interim, CARB
20 staff continues to streamline the RTP SCS submittal and
21 evaluation under the existing guidelines with early
22 improvements already resulting in faster review timelines.

23 We look forward to continued collaboration on how
24 this collective work can support implementation solutions
25 with greater outcomes across California.

1 Next slide, please.

2 [SLIDE CHANGE]

3 CTC EXECUTIVE DIRECTOR TAYLOR: And this
4 concludes my presentation today for the progress report.
5 And with that, I will turn it back to you, Chair Falcon,
6 and thank you for the time.

7 CTC CHAIR FALCON: Thank you, Executive Director
8 Taylor for the update and presentation.

9 Justin, are there any public comments?

10 CTC ASSISTANT CLERK HALL: Chair, I'm not seeing
11 any requests at this time to comment.

12 CTC CHAIR FALCON: Okay. Thank you.

13 Any comments or questions from Commissioners,
14 Board members, or the executive leadership either online
15 or in person?

16 None.

17 Okay. With that, we are going to move on to Item
18 3, Housing as a Climate Solution. We will be hearing a
19 series of presentations centered around housing as a
20 climate solution.

21 And with that, I am going to turn it over to
22 Sasha Kergan, Deputy Secretary of the California Business,
23 Consumers Services and Housing Agency to kick off the
24 item.

25 Sasha.

1 CALIFORNIA BCSH DEPUTY SECRETARY KERGAN: Thank
2 you, Chair, and good afternoon, Chair Falcon, Chair
3 Sanchez, Director Velasquez, Commissioners, Board members,
4 and member of -- members of the public. I am very
5 appreciative of the opportunity to be here today to be
6 part of this conversation that you're hosting to talk
7 about the connection between housing and climate. And I
8 know you are all experts in this field. And I will be
9 sharing some insights that you may already know, but just
10 to provide some reflections before you hear from other
11 State colleagues.

12 I'll be speaking about the connections between
13 housing and climate and the crises, and why addressing the
14 housing crisis helps us make progress towards our climate
15 goals.

16 I will be maybe two slides ahead in just a
17 moment. And thanks so much for the host's.

18 One more slide, please.

19 [SLIDE CHANGE]

20 [SLIDE CHANGE]

21 CALIFORNIA BCSH DEPUTY SECRETARY KERGAN: First,
22 I just want to provide a clearer picture of what the
23 housing and climate crisis mean together. Both crises are
24 really decades in the making. And for housing, this has
25 been several decades of not producing enough housing,

1 which has resulted in a major shortage in California.
2 It's a trend nationwide, but obviously we feel it very
3 acutely in California, specifically 2.5 million homes that
4 need to be planned for and built. And we are making a lot
5 of progress on each of those measures, but the symptoms of
6 this crisis and housing scarcity results in Californian
7 renters and homeowners experiencing extremely high housing
8 prices.

9 Meanwhile, the housing cost burden and
10 transportation cost burden, which can be connected here,
11 but the cost burden is so high that it leads to
12 displacement, which is a direct tie to Californians
13 experiencing homelessness. And these symptoms of the
14 crisis are not equitable. There are many disproportionate
15 impacts that exist for different income levels, and races
16 an, many other protected classes.

17 Next slide.

18 [SLIDE CHANGE]

19 CALIFORNIA BCSH DEPUTY SECRETARY KERGAN: And
20 meanwhile, the climate crisis has been exacerbated by
21 development patterns both in housing and transportation
22 that create a carbon intensive and car dependent built
23 environment. And symptoms of the climate crisis, which we
24 all know well, but include more destructive fire seasons
25 and weather patterns generally. And the ways that these

1 effects are felt connects back to historical patterns of
2 development, all of which create uneven exposure to
3 climate risks today.

4 I promise not to stay in the crisis alone and to
5 mention, as you know, that we are taking action to counter
6 all of this. Since the Governor took office in 2019, he
7 has taken several steps, in partnership with the
8 Legislature, State departments, and local governments, and
9 regional governments to keep Californians housed, to
10 increase climate smart and affordable housing supply, and
11 all the while act with urgency to address housing needs.
12 And as a result, we are shifting course in California
13 through integrated solutions.

14 Next slide, please.

15 [SLIDE CHANGE]

16 CALIFORNIA BCSH DEPUTY SECRETARY KERGAN: Many of
17 the Governor's initiatives focus on the connection between
18 housing and climate by calling for an all-of-government
19 approach -- oh, excuse me. One more slide.

20 [SLIDE CHANGE]

21 CALIFORNIA BCSH DEPUTY SECRETARY KERGAN: Thank
22 you. Excellent.

23 May of the Governor's initiatives focus on this
24 connection between housing and climate. And that's not on
25 the housing teams alone, but thinking about how to make an

1 that is on this slide, and so I'll touch on it briefly,
2 but the result of these concerted State-led efforts is
3 more location-efficient housing and faster. What you see
4 on this slide shows how recently permitted housing and
5 recently planned housing that's in-housing elements has a
6 greater share of units, homes, in high quality transit
7 areas. And in a moment, you'll hear more about the
8 vehicle miles traveled mitigation and transit-oriented
9 development implementation program. This program can help
10 accelerate the trend that you see on this slide, while
11 also placing housing affordability front and center in
12 scaling our integrated solutions to these dual crises.

13 What's not on this slide, but I want to just take
14 a quick moment to mention is that California is not only
15 focusing on building in the right places and faster, we're
16 also thinking about using climate-friendly building
17 materials. Not all building materials and methods are
18 created equally. Maybe the way they're extracted,
19 manufactured, transported or disposed of. Together,
20 building materials and construction currently account for
21 11 percent of the world's greenhouse gas emissions and
22 there are promising options to retain embodied carbon in
23 building materials, that includes mass timber, straw,
24 cork, waste textiles, innovative strategies, and ones that
25 I'm hopeful for ways that building materials can more

1 deeply intertwine housing and climate solutions.

2 Next slide, please.

3 [SLIDE CHANGE]

4 CALIFORNIA BCSH DEPUTY SECRETARY KERGAN: And
5 I'll close with this. We are moving from planning to
6 action within all of these integrated solutions. So
7 this -- these are not just -- I believe in the value of
8 planning. I'm trained as a planner, so I'm not dismissing
9 the importance of planning. I also just want to emphasize
10 the Governor's call that we are acting urgently to address
11 housing and climate needs. And so, this slide shows how
12 we're implementing solutions and building on continued
13 momentum from existing policy and programmatic work,
14 including RHNA's infill and VMT objectives, which are
15 moving more local jurisdictions to rezone for housing at
16 higher densities. And we are pushing further using new
17 tools and strategies that you'll hear from my fellow
18 panelists.

19 Again, it is wonderful to have this conversation
20 today, because it's important for other to State teams in
21 transportation, energy, climate and land use planning to
22 all step into solutions with the housing teams to take
23 concrete actions to remove barriers to infill.

24 Last item really, because I want to reiterate
25 what Director Velasquez shared about the new housing

1 agency. As of July 1st, we will have California's first
2 dedicated housing and homelessness agency. And while there
3 will be changes, our agency and our departments will
4 sustain continued efforts to connect housing as a climate
5 solution. We will focus on where we build, how we build,
6 what materials are used to build, and how all of this
7 connects to transportation and other land uses.

8 So with that, I want to thank you all for the
9 time and I will turn it back to the Chair.

10 CTC CHAIR FALCON: Thank you, Sasha for your
11 presentation. I am now going to turn it over to Natalie
12 Kuffel. Natalie, am I pronouncing your last name
13 correctly?

14 LCI DEPUTY DIRECTOR KUFFEL: That is correct.
15 Thank you so much and thank you for having me at this
16 meeting.

17 Next slide, please.

18 [SLIDE CHANGE]

19 LCI DEPUTY DIRECTOR KUFFEL: My name is Natalie
20 Kuffel and I'm the Deputy Director of the State
21 Clearinghouse within the Governor's Office of Land Use and
22 Climate Innovation, or LCI. The State Clearinghouse is
23 where the traditional functions of the office related to
24 CEQA and local land use planning are housed.

25 We also have a policy innovation team that is

1 currently doing research on those biobased building
2 materials that Sasha mentioned. And I would be happy to
3 provide additional information about that work to whomever
4 is interested.

5 But I know what you really want to hear about
6 today is our work on the VMT mitigation bank, so let's
7 dive into that.

8 Next slide, please.

9 [SLIDE CHANGE]

10 LCI DEPUTY DIRECTOR KUFFEL: AB 130 passed last
11 year as part of the 2025 budget, included language that
12 authorized LCI and HCD to establish the first ever
13 statewide VMT mitigation bank. And I am excited to
14 announce that we are on track to have that bank fully
15 launch by July 1st of this year. To help show how that
16 bank will work, we've created a helpful graphic, which you
17 can see on the next slide.

18 Next --

19 [SLIDE CHANGE]

20 LCI DEPUTY DIRECTOR KUFFEL: Thank you.

21 So let's start on the far left of the screen. A
22 participating or -- which is also sometimes referred to as
23 impacting project is a project that has done its CEQA
24 analysis and discovered using existing methodology and
25 existing thresholds of significance that it's going to

1 have a significant impact related to transportation under
2 CEQA, and it has decided that for at least a portion of
3 its impacts, we would like to mitigate the significant
4 impact by making a contribution to the VMT mitigation
5 bank.

6 In order to do that, it would use guidance
7 created by LCI to determine how much it should contribute,
8 based on the location of the project. And I want to note
9 here that the amounts are tailored to be regionally
10 specific. And then it would deposit that money into the
11 TDIF arrow. That stands for the Transit-oriented
12 Development Implementation Fund. HCD would then use the
13 funds in the TDIF to operate the TDIP or Transit-oriented
14 Development Program, which would distribute gap funding to
15 eligible affordable housing projects and related
16 infrastructure, which are referred to here as mitigating
17 projects, because they would be used to mitigate those
18 significant transportation impacts.

19 LCI will also play a role in evaluating the
20 effectiveness of the program. And we will use that
21 information to update our guidance as necessary to ensure
22 that the program continues to comply with CEQA.

23 Next slide.

24 [SLIDE CHANGE]

25 LCI DEPUTY DIRECTOR KUFFEL: In terms of LCI's

1 guidance, it was actually released yesterday, April 8th,
2 and is available on our website lci.ca.gov. It is open
3 for a 30-day public comment period that will end after
4 Friday, May 8th. And LCI's guidance has four main things
5 that it contains. The first is a methodology for
6 determining the amounts that are required to be
7 contributed to that TOD implementation fund. Second, it
8 includes a definition of location-efficient areas.
9 Housing mitigating projects are prioritized in those
10 location-efficient areas. Three, a process for validating
11 a project's vehicle miles traveled funding contribution
12 that goes into the bank. And four, a methodology for
13 estimating the anticipated reduction in vehicle miles
14 traveled associated with the affordable housing or related
15 infrastructure projects.

16 And now, I will hand it back for the next
17 presenter.

18 CTC CHAIR FALCON: Thank you, Natalie.

19 The next presenter is Craig Shields, California
20 Department of Housing and Community Development.

21 [SLIDE CHANGE]

22 HCD CLIMATE INVESTMENTS BRANCH CHIEF SHIELDS:

23 Good afternoon, Chair Falcon, Chair Sanchez,
24 Director Velasquez, Commissioners, Board Members and
25 members of the public.

1 For just a bit of historic context, HCD's legacy
2 Transit-Oriented Development program, or TOD, focused o
3 jump-starting affordable higher density housing and
4 infrastructure near transit stations. It utilized low
5 interest loans and grants for projects within close
6 proximity to transit aiming to boost ridership and build
7 supportive amenities like bus shelters and bike lanes.

8 By contrast, the new VMT based TOD program
9 emerges from recent legislative action, Assembly Bill 130,
10 and offers an optional alternative to traditional VMT
11 mitigation, specifically contributing to a
12 Transit-oriented Development Implementation Fund, or TDIF,
13 as Natalie mentioned, administered by HCD to fill the
14 financial gap that prevents many affordable housing
15 developments from moving forward.

16 Today, I'm going to focus on how HCD will
17 implement the new TOD program, especially how it will work
18 for housing developers and eventually localities
19 developing related infrastructure.

20 Next slide, please.

21 [SLIDE CHANGE]

22 HCD CLIMATE INVESTMENTS BRANCH CHIEF SHIELDS:

23 Just like our legacy TOD, the program that's part
24 of the greater State VMT mitigation program can find
25 affordable housing developments and related infrastructure

1 as a condition of development, like utility upgrades to
2 facilitate infill housing construction and infill -- I'm
3 sorry, infrastructure that improves walking and biking
4 connections like new walkways and bicycle access to the
5 housing development.

6 Next slide, please.

7 [SLIDE CHANGE]

8 HCD CLIMATE INVESTMENTS BRANCH CHIEF SHIELDS:

9 The program will include typical threshold or
10 readiness requirements like a complete application,
11 documentation of the status of land use approvals and
12 environmental reviews, demonstration that the project is
13 financially feasible, evidence of site control and
14 compliance with all State and federal laws just to name a
15 few.

16 Next slide, please.

17 [SLIDE CHANGE]

18 HCD CLIMATE INVESTMENTS BRANCH CHIEF SHIELDS:

19 The Notice of Funding Availability, or the NOFA,
20 will detail how applications are evaluated. Applications
21 will first be prioritized according to their location
22 relative to the CEQA project, also known as the impacting
23 project: first, to mitigating projects in a
24 location-efficient area in the same region as the
25 impacting projects; second, to mitigating projects in the

1 draft guidelines and solicit stakeholder feedback. HCD's
2 TOD team will compile and consider the public comments as
3 we move forward to finalizing the guidelines for posting
4 by July 1st. I'm looking forward to our discussion and
5 some questions. We have a few moving parts, so we will do
6 our best to answer the questions today. Also, feel free
7 to send questions to our program email box,
8 tod@hcd.ca.gov.

9 Thank you.

10 CTC CHAIR FALCON: Thank you, Craig. And then we
11 will finally hear from Josh Rosa from the California Air
12 Resources Board joining us virtually.

13 [SLIDE CHANGE]

14 CARB LOCAL PLANNING SECTION MANAGER ROSA: All
15 right. Thank you. And I'm the last one to go, so I'll
16 try to be quick.

17 Thank you, Chair Falcon, Chair Sanchez, Director
18 Velasquez, Board Members, Commissioners and members of the
19 public. My name is Josh Rosa. I manage local planning
20 for the California Air Resources Board and I'll be talking
21 today about CARB's interagency work to develop metrics for
22 assessing the climate and environmental benefits of infill
23 housing development.

24 Next slide, please.

25 [SLIDE CHANGE]

1 CARB LOCAL PLANNING SECTION MANAGER ROSA: Okay.
2 So as we've been talking about today, California's housing
3 goals and our climate goals are fundamentally linked. And
4 I think we all acknowledge that the production of housing
5 near jobs, and services, and amenities can produce climate
6 and environmental benefits as well as co-benefits for
7 public health, household affordability, strong local
8 economies, social equity and other co-benefits.

9 But to inform policies and programs around
10 housing, decision-makers need ways to assess those
11 benefits in any given scenario. So in response to the
12 Governor's Executive Order N-2-24, CARB has been working
13 with other State agencies and with other stakeholders to
14 development a set of objective metrics for assessing the
15 benefits of infill housing, in any given scenario at any
16 different scale of governance.

17 And I'll say like we've worked with a lot of
18 State agencies. HCD staff, in particular, have been
19 absolutely integral and supportive of this work at every
20 step.

21 Next slide, please.

22 [SLIDE CHANGE]

23 CARB LOCAL PLANNING SECTION MANAGER ROSA: So,
24 the first step to assessing the benefits of infill housing
25 is defining what those benefits are. Based on the

1 particular attributes take advantage of its location. So,
2 for example, the project at attribute metrics would ask
3 whether a project is dedicating a share of its land to
4 parking cars or to parking bikes and scooters, because one
5 of those attributes will take fuller advantage of location
6 efficiency than the other attribute would.

7 But that's just an example. In short, the
8 locational metrics look at the land of the project site.
9 And the project attribute metrics look at the building
10 itself and how well that building is taking advantage of
11 whatever location efficiency the project site happens to
12 have. And when combined, these metrics aim to provide
13 decision-makers with a full 360 degree assessment of that
14 project's benefits, no matter where it is in the state of
15 California.

16 Next slide, please.

17 [SLIDE CHANGE]

18 CARB LOCAL PLANNING SECTION MANAGER ROSA: So,
19 these are the locational metrics that we are working with
20 right now. And I should underscore that what we're
21 looking at really is a point-in-time snapshot of a highly
22 iterative process. So this is a living document subject
23 to continuous iteration in consultation with State
24 agencies and other stakeholders. And we continue to
25 collaboratively fine-tune each of these metrics to

1 incorporate new research and new perspectives as they
2 emerge.

3 And another distinction that I'll draw is about
4 the nature of metrics themselves. You might notice some
5 of these metrics are more of a yes/no nature, while others
6 are more directional in nature, and that's by design.
7 That's again to ensure that these metrics are as
8 universally applicable as possible. So, for example, if
9 we look at the bottom row, that metric reads not located
10 in areas designated as conservation areas.

11 It's a fairly straightforward, binary yes/no.
12 And we're hopeful that that type of metric would be useful
13 to decision-makers who might be taking a checklist
14 approach to evaluating proposed housing projects. A
15 yes/no metric is a fairly blunt instrument, so we also
16 wanted to embed directional metrics, where you could turn
17 the dial this way or that.

18 So, for example, if we look at that top row. The
19 metric is the number of transit stops or stations within
20 half a mile. Now, the answer to that metric could be any
21 given number of transit stops depending on the project
22 site that we're assessing, whether that project site is in
23 a rural transit-scarce community or a dense transit-rich
24 community. That metric will generate a number. And the
25 local decision-makers in that community can use that

1 number to compare it with other project sites within the
2 community to really distinguish great projects from good
3 projects, maybe informed project prioritization. But
4 either way, the metric is equally usable to local
5 decision-makers in rural places as it is to
6 decision-makers in urban places.

7 And that's really the goal here, we want to make
8 this as practical usable as possible to local
9 decision-makers. For example, you know, I understand that
10 some of our Board members and Commissioners were able to
11 tour two real-life housing projects in the City of Oakland
12 earlier today. And we could even apply these metrics to
13 those two projects. We might recall that both projects
14 are within a 10-minute walking distance of the Lake
15 Merritt BART station. They're also in close proximity to
16 a number of amenities, like the Peralta Park, and the
17 Lincoln Square Recreation Center, and the Oakland Museum
18 of California, and health care, schools, and shopping.
19 And there's also a significant intersection density around
20 those two housing projects. It's available to pedestrians
21 and cyclists.

22 So, I'll say it shouldn't be any surprise that
23 those two projects in particular would score well by these
24 metrics, because a key objective of the funding for those
25 projects is greenhouse gas reduction, but I did just want

1 to take the -- take advantage of those projects being
2 fresh in our memory, and pointing out their consistency
3 with these metrics to try to give us some palpable sense
4 of the kind of projects to which we hope these metrics
5 might guide decision-making and produce more projects like
6 that in the future.

7 Next slide, please.

8 [SLIDE CHANGE]

9 CARB LOCAL PLANNING SECTION MANAGER ROSA: Okay.
10 So we looked at the locational metrics. Now, we're
11 looking project at the project attribute metrics. And
12 these have to do with the building itself. And as with
13 the locational metrics, this is a living document and we
14 continue to fine-tune each of these in consultation with
15 our colleagues in other State agencies, and other
16 stakeholders.

17 And we also remain open to adding additional
18 metrics. If we identify an issue that should be part of
19 the assessment, and critically if there is a reliable
20 source of data associated with that issue, then that's an
21 option. That's a possibility of adding a metric to our
22 slate that we can take to continue developing this
23 process, so that we can evaluate the benefits of any given
24 housing project.

25 Next slide, please.

1 [SLIDE CHANGE]

2 CARB LOCAL PLANNING SECTION MANAGER ROSA: Okay.

3 So next steps. We're going to continue to consultatively
4 iterate upon the metrics in collaboration with our
5 partners in other agencies and external parties as new
6 research and perspective emerge, continue working with the
7 data. These metrics are really limited to the
8 availability of data and the quality of data. So we have
9 to continue setting our data sources, and moving forward.
10 We also want to start to evaluate opportunities for
11 putting these metrics into service. What types of program
12 decisions could these metrics inform to start to move the
13 needle in the right direction?

14 And we're going to be continuing to work through
15 this process at least through 2026 and look forward to
16 continuing to work on this. We've been working steadily
17 with BCSH and SGC, who have providing us with a fantastic
18 support, providing feedback not only on the content of
19 metrics but on the trajectory of those whole course that
20 we're taking metrics on, and helping us to link them with
21 State agency actions so they can be helpful. HCD has
22 provided a lot of useful technical feedback that we've
23 incorporated throughout these metrics.

24 And we continue to routinely coordinate with LCI
25 to trying to make these metrics as supportive as we can.

1 In regards to their infill housing related efforts and
2 continue to welcome and encourage any and all feedback in
3 collaboration from CTC staff.

4 So we look forward to continuing this process,
5 and seeing where it takes us. But thank you so much for
6 the opportunity to present this project to you all. I'll
7 go ahead and turn it back to Chair Falcon.

8 CTC CHAIR FALCON: Thank you so much, Josh. And
9 thank you to the presenters for all of your presentations
10 that outline an integrative approach to housing as a
11 climate solution.

12 With that, I am going to ask Justin if there are
13 any public comments?

14 CTC ASSISTANT CLERK HALL: Thank you Chair. I do
15 not see any requests at this time to comment?

16 CTC CHAIR FALCON: Okay. Thank you, Justin.

17 Any questions, comments from Commissioners, Board
18 members, or the executive team?

19 Yes, Board Member Dawson and the Commissioner
20 Elliott.

21 CARB BOARD MEMBER LOCK DAWSON: Thank you. I
22 just wanted to say I think that VMT mitigation bank is a
23 great idea. Riverside launched our very own in our city
24 last year prior to the legislation. But it works really
25 well, I will say, for smaller projects, for projects that

1 are infill, where CEQA can be prohibitive, where VMT
2 requires that they have to do CEQA. And, you know, we're
3 using bicycle lanes and -- from our mater trail plan
4 effort to be our mitigation bank, and folks pay into that.
5 And because we have this very dense area, we're able to
6 have a very good price for our VMT credits. So it's been
7 working really well. So I just can't emphasize enough how
8 great having a bank is.

9 Thank you.

10 CTC CHAIR FALCON: Thank you for your
11 perspective.

12 Commission Elliott.

13 CTC COMMISSIONER ELLIOTT: Thank you. Hi,
14 everybody. Thanks for the great presentations. I have a
15 number of questions, so -- and I won't pose them directly
16 to any particular department leadership. So, please, if
17 you want to just chime in please do so. First of all, I
18 want to echo what was said by one of the presenters. I
19 think it was maybe Sasha, but if I've giving you credit
20 Sasha and it's actually someone else, my apologies.

21 The all-of-government approach, which seems to me
22 a thing that we all say, and we have joint meetings, and I
23 believe it like a religion. And I wish that we could
24 actually live that a little bit more, and I see a number
25 of the elements here, and I'm hoping that through these

1 efforts, we actually start to practice the
2 all-of-government approach, as much as we preach it.

3 So in that spirit, I have a few questions. In
4 terms of the definition of infill housing. I'm aware that
5 the State expanded the definition of what is considered
6 infill in AB 130 last year. Is there someone who is able
7 to just give a couple of sentences for the Commission and
8 Board's awareness of how much broader infill housing is
9 now considered, based on the adoption of AB 130?

10 Okay. Well, it's a broad -- oh, go ahead.

11 CALIFORNIA BCSH DEPUTY SECRETARY KERGAN: I will
12 take credit for the part about the all-of-government
13 approach. And so I did say that. But I wonder if Natalie
14 Kuffel might have a better reference for the AB 130
15 definition. But, yes, Commissioner Elliott, nice to see
16 you. And, you know, there have been evolutions and
17 different acknowledgements of -- to kind of to Joshua's
18 point that to get infill housing in different communities,
19 sometimes infill definitions have varied, but, Natalie,
20 how about with 130.

21 LCI DEPUTY DIRECTOR KUFFEL: Yeah. Thank you so
22 much for the question. So AB 130 was unique in the CEQA
23 context, because typically infill exemptions for CEQA are
24 limited to smaller parcels. And what made the exemption
25 in AB 130 unique is it could be used for projects on

1 parcels that are up to 20 acres. And so it was a much
2 more expansive definition of infill.

3 And we are seeing a lot of uptake of that
4 exemption. We've been tracking it through CEQAnet, where
5 folks have to submit their notices of exemption every time
6 they utilize that exemption. And so far, it has been used
7 to cover almost 5,000 housing units in the state, and that
8 was just since June of last year when that was adopted.

9 And SB 313, which was the companion trailer bill
10 to AB 130, there was a mapping initiative related to
11 eligible urban infill sites. And that was a really unique
12 approach to the definition of infill. So I wanted to
13 highlighted that as well. So, typically, and you saw this
14 repeated in Josh's slides as well, the way we think of
15 infill is, you know, if the parcel was previously
16 developed with a use and if not, whether it's surrounded
17 by other urban uses, and the definitions vary on how much
18 it has to be surrounded by urban uses. What we are going
19 to be mapping pursuant to SB 131 is a different approach
20 that's based more on location efficiency, plus planning.

21 So whether the site of the project meets some of
22 those locational attributes that Josh discussed and then
23 whether the local city or county has designated the site
24 for a type of use that is compatible with infill
25 development. So rather looking at that previously

1 developed and surrounding uses, it's looking more at
2 location efficiency and planning consistency.

3 CTC COMMISSIONER ELLIOTT: Thank you. That's a
4 great explanation. And what I sort of take it all to mean
5 following this stuff closely, is that infill housing, that
6 definition captures a lot more land than it did before
7 those bills passed. I think it -- there was -- there was
8 a real sea change moment when those bills were signed.
9 CEQA does now not apply on infill housing up to 20 acres,
10 which is -- just -- it's sort of a cause -- cataclysmic,
11 in a positive way, change for being able to get housing
12 built quickly.

13 CEQA exemption for housing up to 20 acres. So I
14 have a question on how that relates to VMT mitigation --
15 VMT and VMT mitigation. So if an infill housing project,
16 as defined, that meets all the parameters for -- to
17 qualify for the CEQA exemption, there would be no world in
18 which that project would have significant transportation
19 impacts on other transportation element, because
20 they're -- it's a CEQA-exempt project, is that right?

21 So any project that is considered infill by
22 the -- under the State definition is completely untouched
23 by the need to pay any additional exactions for VMT
24 mitigation, is that true, if I'm sort of following that
25 bouncing ball?

1 LCI DEPUTY DIRECTOR KUFFEL: Yes. So any project
2 that is exempt from CEQA would not be doing a CEQA
3 analysis or then finding any significant impacts related
4 to transportation, and therefore needing to mitigate those
5 impacts in the CEQA context. I think to your point about
6 exactions, there could be, you know, local requirements
7 regarding impact fees and things like that that would be
8 outside of the CEQA context, but in the CEQA context there
9 wouldn't be any need to mitigate, if the project was
10 exempt.

11 CTC COMMISSIONER ELLIOTT: That's great. Thanks.
12 Just there's been a lot of hand-wringing about the VMT
13 mitigation bank and I wanted to just make sure that I
14 understood clearly that any housing that's proposed to be
15 built anywhere in the infill in California statewide under
16 the expanded definition of infill, VMT mitigation bank is
17 effectively irrelevant for their purposes. And I think
18 it's just important to make sure that I understand that
19 clearly, because I think that does address some of the
20 hand-wringing that's occurred.

21 For those projects that are going to be subject
22 to this transportation element of CEQA, and therefore
23 potentially have to mitigate VMT, I saw in your
24 presentation, Natalie, thank you, that rulemaking has just
25 kicked off on time. Have you yet developed estimates for

1 different kinds of housing typology of what a per-door fee
2 might look like? I understand it will vary by region. I
3 understand it will vary by size of development and so
4 forth. But I'm wondering if you can orient us towards an
5 order of magnitude. Are we talking a thousand dollars a
6 door or are we talking a hundred thousand dollars a door?
7 What's your sense of where we go with that? What's the
8 impact on the cost of housing?

9 LCI DEPUTY DIRECTOR KUFFEL: Yeah. So I think
10 it's important to note, and you'll see this in the memo
11 accompanying the HCD guidance, that the original launch of
12 the VMT mitigation bank is going to be focused on publicly
13 funded projects. So we are starting kind of in a pilot
14 phase, where the focus is going to be on -- for those
15 projects that might decide they would like to contribute
16 to the bank, those would be publicly funded projects, so
17 not as relevant to private development.

18 But beyond that, it's really difficult to
19 anticipate standard CEQA practice is that you do on-site
20 mitigation to the extent feasible first, and that's likely
21 going to continue even with this new mitigation option.
22 So, for any sort of development project, they're going to
23 focus on the things that they can control, which are going
24 to be on-site efforts. Then they might look to local
25 mitigation options, and you heard about the great program

1 that's operating in Riverside. And there's regional
2 options as well. And then, you know, after that, they
3 could consider contributing to the state.

4 And then even they there is restrictions on how
5 much that would be, because CEQA puts limitations on
6 mitigation based on feasibility. And that includes
7 economic feasibility as well. It's just kind of standard
8 operating procedures under CEQA, so -- all of that means
9 it's very difficult to predict how much a project might
10 choose to contribute to the bank based on its individual
11 circumstances.

12 CTC COMMISSIONER ELLIOTT: Sure. Thanks for that
13 explanation. I still think eternal vigilance on the
14 question of the cost impact is warranted over here at CTC.
15 We're not going to have much more opportunity to have this
16 conversation with you, so I'll just leave it there. But
17 for those who do get a chance to monitor this and impact
18 this, I appreciate the waterfall, as you've laid it out,
19 Natalie. I think there's still a lot of misunderstanding
20 about whether this is an optional fee or will end up being
21 a voluntop -- voluntary, optional, mandatory fee, and in
22 that case, what is going to be the impact on the cost of
23 housing, which we're all extremely sensitive to.

24 So I got no role or responsibility here other
25 than to say I'm very curious about it and we certainly

1 know that it's got to stay top of mind. And I think that
2 your answer is good and accurate and is probably not going
3 to be sufficient at the point in time which this
4 requirement or program opens up for private development,
5 and cities, and counties, MPOs start looking at it. We're
6 going to need to know the answer to that question before
7 we sort of decide as a -- we collectively, not we CTC, but
8 we collectively decide whether we think that is the right
9 approach.

10 I have one more question. Thank you, Chair and
11 Chair, for your indulgence here. I was listening to the
12 presentations in order and the sort of CARB metrics,
13 Josh's presentation, seems to me not separate from the
14 rulemaking on the VMT mitigation bank. It's hard for me
15 to know, if I'm an interested member of the public, how --
16 I'm just going to open up the presentation here -- you
17 know, the definition of a location-efficient area or the
18 definition of a location-efficient unit or development,
19 how are we going to validate VMT while we're -- while
20 we're simultaneously with a different part of our
21 government doing a really rigorous and really
22 thoughtful -- CARB staff, my congratulations to you for
23 that rubric as you put it together. I think it's
24 fantastic.

25 How do we move forward on a program that asserts

1 that we know certain things under CEQA around location
2 efficiency when a different part of our government is sort
3 of very publicly doing that math in open session? I
4 wonder how the State -- back to the first point using
5 Sasha's words against her, sorry, but if we're going to
6 take an all-of-government approach here, we have sort of
7 two lines of effort around calculating the climate impact
8 of housing, sort of blurring it to a high level concept.
9 We have two different lines of effort happening in two
10 different places in the government. And I'm wondering how
11 those two marry up at some point in the future and inform
12 each other?

13 CARB LOCAL PLANNING SECTION MANAGER ROSA:

14 They've been dating. They're not quite ready to
15 get hitched yet.

16 (Laughter).

17 CARB LOCAL PLANNING SECTION MANAGER ROSA: No.

18 So, we've been collaborating quite a bit with LCI, as LCI
19 has been working on developing the draft framework for the
20 mitigation bank, as LCI has been working with a number of
21 State agencies. It's been highly collaborative. And the
22 mitigation bank is really accountable to some statutory
23 requirements, such as the tiered priorities, as well as
24 the CEQA process itself. And most pressingly I would say
25 is LCI is also accountable to a statutory deadline to get

1 that framework out, as I'm sure Natalie is familiar with.

2 Here at CARB, we get to do the fun stuff. We get
3 to develop these metrics in a very creative expansive
4 process. And we really wanted today to present more of a
5 process than a product. This is about a multi-agency
6 process to work together and to really develop a unified
7 and coherent approach and a vision. And I hope that we
8 were able to impart as much of that as feasible for the
9 mitigation bank development process, but that's a policy
10 that has to get executed by the end of June.

11 And so, we've been working and we'll continue to
12 work with LCI on that. And in the mean time, we're going
13 to continue developing these metrics as well. I don't
14 know if, Natalie, if -- did I get that right or is there
15 anything else that you would add?

16 LCI DEPUTY DIRECTOR KUFFEL: I -- you got it
17 right, Josh. Thank you so much and agree, it's been a
18 very close and collaborative partnership, as we've been
19 developing our definition of location efficiency and
20 really being able to benefit from all the research that
21 CARB has been doing on the metrics. I think you've teed
22 me up well, Jason, to talk about the third piece of AB 130
23 and SB 131 that we are implementing at the moment, and
24 that's our infill performance standards.

25 So, a previous bill, SB 226, I think back in

1 2011, required then the Office of Planning and Research to
2 establish infill performance standards. And those live in
3 Appendix N of the CEQA guidelines, and SB 131 has tasked
4 us with updating those infill performance standards. So
5 we really view that as another place where we can
6 collaborate with CARB and make sure we are achieving that
7 all-of-government approach, and that the various agencies
8 are producing guidance that's consistent and clear for the
9 public.

10 CTC COMMISSIONER ELLIOTT: Thanks. And I'll
11 close with just a comment and thought here. It seems to
12 me -- well, there's a statutory requirement that LCI is
13 under. You know, a statute can change if it needs to. So
14 it's not the Ten Commandments with respect to my
15 colleagues that are presently here on the dais with me
16 that are elected officials in the State Assembly or
17 Senate. I think it -- the most important thing is to make
18 sure that all these different lines of effort are not just
19 collaborating together in ways that I can tell that you
20 two are collaborative with each other, but actually are
21 co-dependent on each other. And it's not just the VMT
22 mitigation bank rules and the forthcoming CARB -- you say
23 it's a process, Josh. It's going towards a product, I
24 hope, which is some sort of, you know, objective way of
25 measuring the climate impact to housing.

1 But what about 7th cycle of RHNA? I would love a
2 world in which the 7th cycle of RHNA had a layer over it
3 that considered these questions, as HCD looks at what's
4 coming in on sites inventories. That will require
5 statute. Luckily, the Legislature meets every year. I'd
6 love to, you know, think about on CTC, back to parochial
7 and I'll end here, as we consider the State highway needs
8 and all of the hundreds of billions of dollars that is
9 being requested by us from our local partners, how well
10 are you matching up with the Natalie process, the Josh
11 process, and so forth?

12 I think there's just -- if we're going to be
13 all-of-government, let's do it. And I think all the
14 pieces are there and I think it's ripe for a conversation
15 that is not an easy one and not a short one about actually
16 braiding these things together in a way that it's all one
17 trunk line towards the same outcome.

18 And I think it's good, because all of the pieces
19 are here now, and that was not true a number of years ago.
20 A lot of this work that we were just briefed on today did
21 not exist until the last six months or the last year. So
22 that's great. But now, the ingredients are there on the
23 counter, and I think it's sort of time to cook them into
24 one big effort -- statewide effort, all of government
25 approach on aligning climate, transportation and housing

1 needs. All the pieces are there. I think we can do it.

2 Thank you for the presentations and thanks for
3 indulging my questions. Thank you, Chair and Chair.

4 CTC CHAIR FALCON: Thank you, Commissioner
5 Elliott and appreciate the very thoughtful questions, you
6 know, really challenging the policies and the process, and
7 the applicability and effectiveness in what we're trying
8 to achieve here, and that's more infill housing and
9 transit-oriented development housing. And we hear the
10 clarion challenge, you know, to all work together. And I
11 think that's why we meet here jointly twice a year and
12 beyond. Our staffs, I know, work collaboratively
13 together, and so appreciate your questions and your
14 comments.

15 I'm going to turn to the left of me and we have
16 Member Rechtschaffen and Commissioner Tiffany, and then
17 we'll have Board Member Shaheen.

18 CARB BOARD MEMBER RECHTSCHAFFEN: I'll defer to
19 Board Member Shaheen for now.

20 CARB BOARD MEMBER SHAHEEN: Thank you, Board
21 Member Rechtschaffen, and thank you, Chairs.

22 So thank you all for the thoughtful presentations
23 focused on housing as a climate solution. I'm really
24 excited about this topic as many of you know.

25 I'd really like to hone in a bit more on Josh's

1 presentation about metrics under the direction of
2 Executive Order N-2-24, which focuses on developing more
3 refined metrics to track climate and land use outcomes, as
4 Josh presented. I greatly appreciate the lower VMT
5 location and attribute metrics that were laid out in the
6 presentation in slides 23 and 24. And I also appreciate,
7 Josh, that these are evolving and iterative. It's really
8 responsible for you to state that.

9 So I have two follow-up questions for you. The
10 first is how can more granular block level group data at a
11 spatial analysis level help us to better target where VMT
12 reduction strategies will be most effective, and to help
13 us better understand what's working and where?

14 CARB LOCAL PLANNING SECTION MANAGER ROSA: Sorry.
15 I missed it? Was that for me? Okay.

16 CARB BOARD MEMBER SHAHEEN: It's all you, Josh.

17 CARB LOCAL PLANNING SECTION MANAGER ROSA: That's
18 real interesting. Well, I think that for us the key thing
19 is acknowledging State Housing Element law acknowledging
20 RHNA and acknowledging that we need to create
21 opportunities for infill housing development everywhere in
22 the State, from the coastal to the inland, from the urban
23 to the rural. And the best part -- and I -- a crucial
24 part of doing that is being able to differentiate within a
25 given local jurisdiction where are the best places to set

1 the table for housing to happen, right, getting the zoning
2 in place, getting the local policies in place, attracting
3 the market?

4 And the best way to do that is quantitatively, to
5 the extent that the data is available. And so we've got
6 these metrics. We're still ground truthing the data and
7 we're still open to fine-tuning the metrics and
8 potentially adding more metrics. We do want to take an
9 all-things-considered approach, as much as possible, as
10 much as we can quantitatively. And if we can do that,
11 then we can give local decision-makers the data they need
12 so that they can pinpoint on their own map of their own
13 local jurisdiction, okay, here's where the development of
14 housing would have the greatest benefits for our
15 community.

16 So I think that that's one of the possibilities
17 that we can work together toward. It will an
18 interdisciplinary multi-agency approach to do it, but I
19 think that that's part of our goal is to give every local
20 decision-maker the tool that they need, whether on a local
21 level or on a regional scale to make those decisions.

22 CARB BOARD MEMBER SHAHEEN: Thanks for that,
23 Josh. So I've got my second follow-up question for you.
24 So, as you know, what gets measured and funded is
25 ultimately what is going to get implemented. So if we

1 want different outcomes, we need to ensure that local
2 jurisdictions are actually rewarded for delivering them.

3 So I don't know if this is going to push you too
4 hard, but I'm going to do it anyway. So, should we be
5 thinking about tying metrics to incentive dollars, such as
6 funding, that will help better support local
7 implementation of these VMT-reducing strategies, which
8 are, of course, data driven and metric driven?

9 CARB LOCAL PLANNING SECTION MANAGER ROSA: I
10 think that that would be a sound approach. I think that
11 incentives sometimes struggle to produce real outcomes,
12 until we can get unified, and until -- if that
13 all-of-government approach, if every State agency can
14 concentrate all of our weight collectively on the same
15 right answer and put that behind incentives for local
16 decision-makers to consider, then I think that that could
17 be potentially an effective way to help support infill
18 housing production.

19 CARB BOARD MEMBER SHAHEEN: Yeah. Thank you,
20 Josh. I fully agree that alignment of these agencies,
21 which is why we all come together twice a year, is the
22 perfect mix to actually get on the same page and deliver
23 really meaningful outcomes that are data-driven,
24 metric-driven, and tied to incentives.

25 So I really appreciate the work you're doing,

1 really appreciate the fact that you are looking at a
2 granular spatial level, as well as project attribute
3 level. So thank you, Josh.

4 CARB LOCAL PLANNING SECTION MANAGER ROSA: Thank
5 you.

6 CTC CHAIR FALCON: Okay. And I think Member
7 Rechtschaffen, did you want to ask your question?

8 CARB BOARD MEMBER RECHTSCHAFFEN: Well, thank
9 you. Some of what I wanted to ask was covered by Dr.
10 Shaheen and Board Member Elliott. On the -- on the VMT
11 bank, one question is do we have any sense of what the
12 size of the bank would consist of, how much money it might
13 raise?

14 LCI DEPUTY DIRECTOR KUFFEL: I think we're still
15 determining that. Obviously, it's dependent on a lot of
16 factors, like we discussed earlier with Commissioner
17 Elliott. So, you know, in theory, it could be tens of
18 millions of dollars, but it's just a matter of which
19 projects elect to use the bank and how much of their total
20 VMT mitigation needs they decide to mitigate by using the
21 bank.

22 CARB BOARD MEMBER RECHTSCHAFFEN: Okay. Thank
23 you. And I haven't read the LCI draft -- or the HCD
24 guidelines hot off the press, but from your presentations,
25 I'm heartened to see that there's a priority for

1 affordability beyond the 20 percent minimum, that it looks
2 like we're trying to encourage higher levels of
3 affordability, and that we're also pushing for projects to
4 be located as close as possible to the place where the
5 impacts occur, which I know is required by statute and is
6 very, very good policy. So thank you for that.

7 CTC CHAIR FALCON: Thank you for the question.
8 Commissioner Tiffany.

9 CTC COMMISSIONER TIFFANY: Thank you, Chair.

10 First of all, I attended the -- where we checked
11 out the transit projects over in Lake Merritt this
12 morning. And it was a -- it was a really interesting
13 tour. And I think that those kind of projects, where you
14 have affordable housing being built right next to BART
15 stations, other transit are ideal for our State,
16 absolutely.

17 But I come from a rural area and I'd like to dig
18 a little bit deeper into how some of this discussion
19 impacts rural areas. So again, I come from an area of San
20 Benito County, where we unfortunately don't have the
21 transit options that we have in the Bay Area or down in
22 Southern California. And yet, we have RHNA requirements
23 like every county, and we need to build more affordable
24 housing, particularly lower income affordable housing for
25 those people that hopefully can find jobs in our

1 community, but more likely are commuting up to Silicon
2 Valley.

3 Again, without the transit options, most of those
4 people unfortunately do have to get in their cars and
5 drive. And that forces transportation projects in some of
6 these rural areas, you know, frankly, whether we like it
7 or not from my point of view. Sometimes you have to deal
8 with highways.

9 In those -- in those situations where there is --
10 when there are highway projects, then obviously there's
11 VMT impacts. I would like to see, and I know many rural
12 areas would like to see, VMT applied differently in rural
13 areas, the so-called one-size-doesn't-fit-all. It's hard
14 to put VMT impacts on a rural area where potentially the
15 mitigation is -- could be as much as the cost of the
16 project itself to the point where you can't even get the
17 project done. So I'd like to see that addressed. And I
18 know I'm not alone in that.

19 But with -- there's going to be VMT impact that
20 has to be mitigated. So I guess my question is am I right
21 in thinking that if you have a situation where you do have
22 VMT mitigation required that we can use affordable housing
23 in a rural area to offset the VMT, when there's not really
24 a mitigation policy -- approach with transit that will
25 work.

1 And so I'm -- you know, you refer to a
2 location-efficient area. Does that apply to these rural
3 areas? I know I heard -- I heard said that, you know,
4 there's infill, whether it be urban, or suburban, or
5 rural, but I'd like you to dig a little bit further
6 into -- into that.

7 And if I'm hearing it correctly, then I really
8 like that flexibility. But I am -- I am interested in
9 hearing a little bit more about that. I'm not sure who
10 I'm asking that for.

11 LCI DEPUTY DIRECTOR KUFFEL: I can start and then
12 others can jump in. Thank you so much for the question
13 and -- yeah, so the -- your -- I think the crux of it was
14 can affordable housing be used as a mitigation strategy
15 for VMT impacts? And the answer to that is, yes, that's
16 what underlines this VMT mitigation bank and the work that
17 LCI, in particular, has been doing as our puzzle piece
18 that fits together with HCD's puzzle piece, is providing
19 that substantial evidence to show that affordable housing,
20 when constructed, reduces vehicle miles traveled and is an
21 effective mitigation technique.

22 So, by creating the statewide bank, we've done
23 that math all across the state. As I mentioned, there is
24 different regional prices based on the travel behavior in
25 that region and the construction costs for building

1 housing in that region, but it is a strategy that could
2 work across the entire state. And we have been thinking
3 about our rural areas as well that this could be an
4 effective technique for them, if there isn't other
5 mitigation options available within that community or
6 within that region.

7 CTC COMMISSIONER TIFFANY: Okay. And that's what
8 I'd heard and that's good to hear, because that is an
9 option. I think it -- it's -- it kills two birds with one
10 stone, in that you're addressing VMT mitigation, but
11 you're also helping fund affordable housing in areas that
12 often don't have the financing to do so. So, I think
13 that's good. Although, I would like to -- and I -- and I
14 believe my fellow Commissioner Elliott would agree with
15 this, I'd like to see if we can get more affordable
16 housing built in the urban areas in places like the Bay
17 Area. Then maybe there's less pressure in some of the
18 rural areas to build affordable housing and continue the
19 pattern of people having to drive distances to get to
20 their -- to their jobs.

21 So any rate, thank you for further clarification.

22 CTC CHAIR FALCON: Thank you for your questions.

23 We have Assemblymember Corey Jackson.

24 ASSEMBLYMEMBER JACKSON: Thank you very much,

25 Madam Chair. I think my question is for all of you. And

1 that is I appreciate Commissioner Tiffany bringing up the
2 rural areas. I think my question is a little bit broader
3 than that though from an equity perspective, and that is,
4 you know, at what point have you or will you do an
5 assessment of looking at this various criteria and
6 incentives, what regions are most likely to benefit from
7 this and which regions are most likely to be neglected by
8 this? And then adding in, you know, does this continue
9 the neglect of vulnerable communities or does this
10 actually turn that tide around? And the same question
11 when it comes to regions who have the highest VMT levels,
12 as opposed to those who have lowest. Whoever would like
13 to reluctantly go first.

14 CALIFORNIA BCSH DEPUTY SECRETARY KERGAN: Thank
15 you. I think we might piece this one together, if you're
16 comfortable with that. But just to -- one, I appreciate
17 the question, and that was part of our intention in
18 assembling the different presentations today, was to start
19 with some of the challenges, including really inequitable
20 distribution of need in some communities and disparities
21 that aren't being corrected quickly enough.

22 I think the benefit of the State coming up with a
23 VMT mitigation bank as an option, just like Mayor
24 Commissioner Dawson mentioned, you know, there are some
25 communities that have already pulled the infrastructure

1 together to be able to stand up a bank. And our intention
2 is not to compete with that at all. There are many other
3 communities that have not begun the work of thinking about
4 and may not have the capacity available to develop their
5 own bank. And that's where the State VMT bank can be
6 really helpful, so that in any region we have an option
7 for lead agencies to use as part of their VMT mitigation
8 strategy.

9 So time will tell the extent to which we're able
10 to really see this tool serve all parts of the state that
11 don't have their own banks or don't have other options.
12 But that's our goal is to be as comprehensive and open as
13 possible. And with that, maybe I'd ask Natalie to jump
14 in, if there's more that you want to share and acknowledge
15 also. Sorry Natalie, I should have spent one more second.
16 Josh's focus on -- with the Executive Order asked the
17 State teams to do and CARB to lead was to evaluate the
18 benefits and the costs of infill housing. And I think we
19 can think about benefits and costs in ways that are beyond
20 GHG and beyond dollars and cents, and to really think
21 about equity.

22 As you heard Josh mention, our Affirmatively
23 Furthering Fair Housing goals that exist in our state,
24 that is part of this work. So while we're talking a lot
25 about CEQA mitigation and VMT mitigation, there is equity

1 that is an umbrella of all of this work that we have to
2 continue working on steadily throughout.

3 So I want to acknowledge the point, and then just
4 mention that it is our charge to keep assessing how well
5 we're doing in meeting those goals.

6 Natalie, okay, now for real.

7 LCI DEPUTY DIRECTOR KUFFEL: Thank you, Sasha. I
8 would just add that within the CEQA context, there is this
9 requirement to have a nexus, right, between the impact and
10 the harm that's being caused and the mitigation. And what
11 that means in the context of this bank, is that if there
12 is a project that's going to be constructed that's
13 generating, you know, a large amount of vehicle miles
14 traveled to the point where it's been determined by the
15 lead agency to be a significant impact, the housing that's
16 going to be constructed to mitigate that impact, the
17 priority is going to be to get, you know, as close as
18 possible to where that impact is being caused.

19 And it's only if there are no options available,
20 you know, in that same community that you start to go out
21 in concentric rings to find other projects to fund.
22 That's listed out in the statute in terms of statutory
23 location priority, but it's also just a core tenet of
24 CEQA. So I think that's one way we can ensure that, you
25 know, the communities that are, you know, being exposed to

1 the impacts caused by these significant transportation
2 impacts are also going to be the ones that are benefiting
3 by getting new affordable housing constructed in those
4 communities.

5 ASSEMBLYMEMBER JACKSON: And I know, Josh, we've
6 had a previous conversation in regards to some of the
7 other things, because in some regions where they may not
8 have very strong transportation infrastructure, they may
9 be close -- still closer to places where you shop, places
10 where you have recreation, I'm just wondering that -- you
11 know, based upon some of this criteria, for instance,
12 historically red-lined communities, where you're not going
13 to find places to shop, right, you're not going to find
14 something other than maybe a bus stop, you're not going to
15 find, you know, much of the things that are within your
16 criteria that will say that, yes, we're most likely going
17 to prioritize this project over another.

18 So I think what I'm saying is, is that I wonder
19 if we should be looking at what communities in our states,
20 which have been highly documented over time, have been
21 neglected, and how are we going to create policies,
22 especially when we're thinking about new resources being
23 generated, how are we going to make sure that we --
24 these -- the way we're constructing this will actually
25 help bring those alive and rectify past harms?

1 And then also, when you look at projected growth
2 patterns of where the growth of the state are projected to
3 be in those particular regions, how are we making sure
4 that we're most likely going to help develop that type of
5 infrastructure, given the increase in population that
6 we're going to be seeing in other areas as well?

7 CARB LOCAL PLANNING SECTION MANAGER ROSA: Those
8 are very difficult questions grappling with the legacies
9 of racism and other forms of exclusion that still today
10 extend to the very settings of people's physical lives.
11 And right now, we're working to develop methods of just
12 gathering the intelligence about the best places to put
13 housing, where it would have the greatest benefit, and to
14 take that all-things-considered approach, where we're
15 considering questions of equity, access to opportunity,
16 access to even the most basic amenities, in addition to
17 the environmental benefits that can also be considered.

18 So right now we're focused on the location and
19 attributes of housing projects. Of course, you know, CARB
20 plays roles in other areas, including protecting public
21 health from air quality impacts through our regulatory
22 approach. But when it comes to housing, we continue to
23 work as collaboratively as possible with our colleagues in
24 other State agencies, as well as hearing from the NGOs and
25 gathering their input in the field to inform our approach.

1 ASSEMBLYMEMBER JACKSON: Yeah, I look forward to
2 going into a deeper dive. I don't want to belabor the
3 point, but I would just say when you think about what's
4 going to be the most benefit, I want you all to wrestle
5 with a benefit to who? Who will it be a benefit to, not
6 just whether it will be a benefit, right?

7 I know these are tough questions, but the problem
8 is is that we never get to answer that question. And then
9 all of a sudden, contracts have been approved, money has
10 been allocated, and now we're back where we are again.
11 And I think we need to make sure that we don't move
12 forward until we can answer who will it benefit and is it
13 the people who are always benefiting that are most likely
14 going to be benefiting from these policies. And so we can
15 have some more conversations later.

16 Appreciate it.

17 CARB LOCAL PLANNING SECTION MANAGER ROSA: That's
18 helpful. Thank you.

19 CTC EXECUTIVE DIRECTOR TAYLOR: If I could just
20 add something. Director Taylor here from the Commission.
21 I think that's a good question for our second panel as
22 well, because as we start to look at all of the State
23 policies that all of our agencies implement, there's
24 another layer of government right below us, but above the
25 cities and counties that are regional agencies that are

1 looking at the very questions that you're asking about in
2 their regional transportation plan. So as these policies
3 that the State of California is developing and
4 implementing over time, as the regional plans are updated
5 every four years, these are the things that the regions
6 are also considering. I know -- sorry, James, I'm going
7 to call you out. James has a Green Means Go Program,
8 which looks at how you can add infill and for whom. And
9 that "for whom" question is very important, because we all
10 recognize we don't have an even playing field from. Each
11 and every resident of the state of California is starting
12 in the same location, so we have to account for that. We
13 have to account for our past harms that the --
14 collectively have been done over time.

15 And if we don't, we are simply exacerbating the
16 inequities and they are going to become worse, and worse,
17 and worse over time. And so that's something that each of
18 our agencies is collectively looking at. Like I'm not
19 going to pretend that we have all of the answers, right?
20 We don't have all of the answers, but it's definitely not
21 something that we are -- we are shirking our
22 responsibilities about. That's why, in the Commission's
23 case, I know CARB has the EJAC, the Commission has the
24 Equity Advisory Committee. We actually have them review
25 and score our SB 1 projects, so that we're making sure

1 that we're having equity advisors who are in the
2 communities that we're serving actually telling us is this
3 good public engagement? Is this not good public
4 engagement, right? You can slap lipstick on a pig, that
5 doesn't mean it's good, right?

6 And so to your questions, I think those -- as the
7 regions bring up their presentations as well, I think
8 that's a great question that they can start to peel back
9 some of the layers of the onions about, because those are
10 some of the questions that they deal with when they are
11 developing the regional transportation plans and
12 connecting land use and housing together explicitly.

13 CTC CHAIR FALCON: Thank you, Director Taylor.

14 I think we have a quick question from
15 Commissioner Brown-Hinds and then we will go to virtually
16 Board Member Pacheco-Werner.

17 CTC COMMISSIONER BROWN-HINDS: Well, Directly
18 Taylor, actually kind of commented on it, because I was
19 just thinking about what Assemblymember Jackson was
20 saying, of course with my colleague from -- Commissioner
21 Tiffany was saying, and I was thinking about the community
22 engagement piece. So, you know, it was like -- it was not
23 just about -- it's equity, but also about who we're
24 listening to.

25 And so that was my -- kind of my question, but I

1 guess we can talk about that a little more. I don't know
2 if there were -- I was curious about we have this
3 transit-oriented development implementation program. We
4 have this period coming up of -- or this period we're in
5 now for community feedback. And so I was curious just
6 about like what kind of community engagement we're doing,
7 who are we listening to, are we listening to the same
8 voices or are we -- you know, and now are we listening to
9 those people most impacted by these policies is one of the
10 other questions that I -- that I had.

11 CTC CHAIR FALCON: And I think it will be
12 interesting as we hear the regional presentations, because
13 I had the same questions as you, is how it gets to -- you
14 know, to the communities. And as you know, it takes many,
15 many, many, many, many years to plan these projects and it
16 includes public engagement. And that -- you know, that
17 really adds to, you know, the opportunities, but also the
18 challenges in actually putting product out, right,
19 constructing the actual housing. So appreciate the
20 thoughts there.

21 I'm going to go to Board Member Pacheco-Werner,
22 who's had her hand up. Thank you for your patience.

23 CARB BOARD MEMBER PACHECO-WERNER: Oh, no, thank
24 you so much. What a great discussion. I have a couple of
25 questions, just one of them building on this question

1 around communities that, where we are looking to build
2 equity, that it may be disinvested in. I'm wondering how
3 we're thinking about the metrics in terms of some of the
4 older infrastructure that might exist in those areas that
5 might make it more cost prohibitive. How are we factoring
6 those kinds of challenges into this -- the metrics?

7 CARB LOCAL PLANNING SECTION MANAGER ROSA: Yeah.
8 Thank you for that question. Adaptive reuse is an area
9 that we are continuing to evaluate, because as Deputy
10 Secretary Kergan mentioned, we're looking at the benefits
11 and the costs of infill housing, so -- and that sometimes
12 requires measuring one against the other. So, for
13 example, like an adaptive reuse, like a dead mall or
14 dilapidated parcels on a strip mall might not be the most
15 location-efficient part of a given jurisdiction. But if
16 it does already have some of the foundational
17 infrastructure in place, they can be developed into
18 housing more cheaply and faster than some other, even
19 slightly more location-efficient competing project, then
20 it might make sense to do the adaptive reuse instead. And
21 so, in the analysis that we're preparing, we do discuss
22 that trade-off, and sometimes measuring costs in terms of
23 dollars and of time.

24 As we've been talking about, you know, the
25 production of affordable housing is an urgent matter as

1 well. So I think when it comes to adaptive reuse, that's
2 certainly a alternative that we're taking seriously.

3 CARB BOARD MEMBER PACHECO-WERNER: Yeah. I think
4 that's a great strategy. And I'm also thinking that like,
5 in particular, in places like the San Joaquin Valley where
6 there's a lot of rural suburban interfaith, some of the
7 adaptive reuse is there, but then some of it looks like
8 very patched building around places that why purposefully
9 made into rural slums, or places that where there is no
10 infrastructure whatsoever right next to a brand new
11 development that is hooked up to city services, right?

12 And so, it looks very different, you know,
13 depending on where you're at in the state as well. And I
14 think to that point, I wanted to just kind of walk through
15 as you guys are thinking about community engagement in
16 this process, if you've thought about how you plan to
17 engage some of the developers that have kind of taken
18 advantage of some of this, you know, TOD funds in the
19 past, and what are they learning or have we captured their
20 learning somewhere else that we're taking into
21 consideration as we build this bank out and these metrics?

22 CALIFORNIA BCSH DEPUTY SECRETARY KERGAN: That's
23 a great question. I appreciate both the infrastructure
24 discussion, I think, because that connects back to equity
25 and how we have left out communities that were at one day

1 supported and then the next having failing infrastructure.
2 So there's -- aside from adaptive reuse, just wanted to
3 note thinking about not just the building but the actual
4 physical wet and dry utilities that can be supported to
5 improve conditions for people who are living in
6 communities today, as you noted, Doctor.

7 It's interesting time for us to be rolling out
8 new programs, because of a lot of engagement that we're
9 doing to build the new Housing and Homelessness Agency
10 that Director Velasquez and I mentioned briefly. So in
11 that not only public process through formal and kind of
12 archaic government processes like, all respect to the
13 Little Hoover Commission -- our lights are going out.

14 So there were those types of public meetings, you
15 know, Bagley-Keene noticed meetings that happened, but
16 we're doing a lot of coordination with community-based
17 organizations, with CDFIs, and with developers who have
18 accessed our programs before to really understand what are
19 ways that we can, not just streamline to make things go
20 faster, but to get to improved outcomes for residents, for
21 communities in partnerships with regions and local
22 governments to think about how to put all of this
23 together.

24 So that has looked like ongoing regular
25 engagements talking about many different types of our

1 programs and where there are pain points. And ultimately,
2 any of those pain points that make it harder for an
3 applicant, a developer to access State programs makes it
4 harder for us to deliver affordable housing where it needs
5 to go timely. So we're -- you know, every month that we
6 can cut off a timeline is a family that can be housed a
7 bit faster. So we're reflecting on all of that now and
8 that are going through the more traditional processes for
9 drafting guidelines, you know, posting on websites,
10 hosting virtual and perhaps in-person meetings, and really
11 amplifying them. So to that end, not to speak for Craig
12 or Natalie too much, but we would appreciate anyone's
13 efforts in amplifying the opportunity to provide public
14 comment and are very open to candid and direct feedback on
15 ways that we can improve our public process.

16 CARB BOARD MEMBER PACHECO-WERNER: Yeah. I would
17 say that my last point is as you -- I love that you're
18 also engaging CBOs, because I do think that families look
19 very different depending on, you know, where you're at.
20 And I will say that sometimes people have this idea that,
21 you know, to be you like very, very effective infill, it
22 can only be, you know, high density housing. And yet, you
23 know, some families are, because they have to because of
24 their jobs, because of day care, they have to be
25 multi-family homes, right? They have to be. So a

1 single-family home unit is the best way for that family to
2 make it, right?

3 And so I just wanted to kind of note that, you
4 know, families are making it more and more with being more
5 dense, and therefore needing more space. And I think we
6 do need to be attentive to that.

7 Thank you.

8 CTC CHAIR FALCON: Thank you for your questions,
9 Board Member Pacheco-Werner. I'm going to turn it over to
10 Assemblymember Santiago.

11 CARB BOARD MEMBER SANTIAGO: Yeah. Thank you
12 very much. I'm really excited about the conversation, and
13 you know, kind of gets my juices flowing in some of the
14 work that is behind me in the Legislature regarding fair
15 housing. So I'm going to argue a little bit different
16 points of view, but I want to start it -- start this
17 argument with acknowledging with my former colleague had
18 mentioned, Mr. Jackson, and even when you're setting a
19 criteria that looks at equity, no two parts of the state
20 very -- kind of look the same, so it becomes very
21 challenging. Certainly Riverside and Moreno Valley is not
22 going to look like Boyle Heights that I represented or
23 Pico Union/MacArthur Park. So it gets kind of tricky to
24 create a criteria.

25 And I am encouraged by the understanding of how

1 complex it would be. And maybe just a thought to further
2 the conversation is maybe there's a way to take a look at
3 it, instead of meeting said criteria is like you can meet
4 a menu of criterias in factoring in and AMI approach. So
5 like if you meet 60 percent AMI, 40 percent AMI, 80
6 percent AMI. And it could have a weight scale on it,
7 because one of the things about fair housing, and I'm
8 encouraged to see the conversation about developing
9 affordable housing in high resource areas, is that when
10 you're -- when you're distributing resources, you could
11 also miss some of the areas that you were trying to help
12 with good programs like this.

13 And I know that's -- I said that in a way that
14 could be complex, but, you know, if we're going to invest
15 all our resources, which I'm very encouraged to furthering
16 fair housing in these areas that traditionally have not
17 built housing, and they should. I don't want to leave
18 behind those areas because the criteria doesn't meet
19 certain things. And so, just to -- an encouragement to
20 say, maybe a weighted scale for those areas who want to do
21 the right thing, who want to build but just can't capture
22 the same kind of infrastructure, because, you know, I
23 lived in Boyle Heights for a good portion of my life, and
24 we don't have -- well, we have a -- we have a metro stop.
25 We have a bus stop. And that might be it on one corner

1 and it might not meet the criteria that, you know, any
2 other urban area might have, where they have a more -- a
3 more sophisticated transportation system.

4 And so I just want to make sure that that's kind
5 of left in there to, yes, we want to do the right thing,
6 build in high resource areas, affordable housing, so we're
7 meeting fair housing laws, but the immediate criteria that
8 also understands AMI or -- and maybe it's not AMI, maybe
9 it's something different. But certainly, if I were to
10 build the criteria built around the areas that I have more
11 experience in, it might leave Mr. Jackson's communities
12 out, because I don't know that community. So there might
13 be a menu of things that fit so that we don't have an
14 unintended negative consequence. All that is to say is
15 maybe we take some of these things into consideration, so
16 that we build that equity formula in a way that addresses
17 some of the concerns and does what we're trying to do.

18 Thank you.

19 CTC CHAIR FALCON: Thank you, Assemblymember.
20 So, you know, a common theme that I'm hearing quite a bit
21 is how do we reach communities? As we're looking at, you
22 know, the State policies, you know, there's been quite a
23 bit of vinegar in policies, but also a lot of honey. And
24 how do we produce housing that meets the needs of
25 communities. And so, you know, something to think about

1 is how do we provide guidance on how to reach the folks
2 that would benefit from the policies that we're talking
3 about in creating more housing stock for families and even
4 for individuals and our aged.

5 And so it's going to be really interesting in our
6 next set of presentations after our break, on how these
7 policies and programs are put into practice and what the
8 challenges and opportunities are as we're thinking about
9 this conversation that we've just had, and how it -- how
10 it applies to actual communities and regions and how
11 they're dealing with their land use -- their land use
12 realities as well as their engagement with communities.

13 So with that, we are going to take a stretch
14 break. And for those us that have been touring, we can
15 add to our walking miles traveled. It's a beautiful day
16 outside. So we're going to take 15 minutes. It is 3
17 o'clock, so about 3:15, we are going to reconvene.

18 (Off record: 3:01 p.m.)

19 (Thereupon a recess was taken.)

20 (On record: 3:17 p.m.)

21 CTC CHAIR FALCON: All right, everyone, we are
22 going to get settled, because we have a whole slew of
23 presentations. And we're going to try to get out of here
24 at a decent time before traffic, so let's get settled.

25 Okay. So the next item is Sustainable

1 Communities Strategies Successes and Implementation
2 Challenges, a very appropriate set of presentations after
3 our previous item. And we are going to start with James
4 Corless with the Sacramento Area Council of Governments.

5 James, good to see you.

6 (Slide presentation).

7 JAMES CORLESS: All right. Good afternoon, Chair
8 Falcon, Chair Sanchez, Director Velasquez. Thank you so
9 much for having us. Really appreciate it. I just want to
10 say I really appreciated the prior discussion as well and
11 a long afternoon for you all to have that many questions,
12 and excellent questions. So hopefully that continues
13 through the presentations with myself and my colleagues.

14 Again, I'm James Corless. I'm Executive Director
15 of the Sacramento Area Council of Governments, and we're
16 really, I think, going to present to you this afternoon a
17 great segue, as some of you already commented on, to the
18 prior discussion and really talk about what are
19 Sustainable Communities Strategies, SCSs, at a regional
20 level why they're meaningful, why Senate Bill 375, we
21 would -- really wouldn't be here today without SB 375
22 passed in 2008. And what are both some of the sort of
23 promising opportunities and lessons learned, but also some
24 of the challenges in our SCSs.

25 So next slide, please.

1 [SLIDE CHANGE]

2 JAMES CORLESS: Just to familiarize you.

3 Sometimes people say Sacramento and they wag their finger
4 at the State Capital, and they say, well, if it wasn't for
5 Sacramento, but we are the different Sacramento. We're
6 the six-county region and we love everybody in our State
7 Capital, by the way. I just want you all to know.

8 We're the six-county region. We're 22 cities,
9 six counties. We have 31 members on our board. And I'm
10 going to say this maybe a few times, we are where local
11 government comes together with regional investment and
12 State policy. It's where that partnership happens and
13 it's absolutely crucial. We are one of the -- by
14 percentage, one of the fastest growing regions in
15 California by the last couple of census counts since 2020.

16 Next slide, please.

17 [SLIDE CHANGE]

18 JAMES CORLESS: And we're here, as I said,
19 because of our -- the SCS Sustainable Communities
20 Strategy, which is really where housing, and climate, and
21 transportation, and economic development all come
22 together. And I couldn't have titled my presentation
23 better than the prior presentation, which is really that
24 housing is our best -- at SACOG and the Sacramento region,
25 our best climate strategy is a housing strategy.

1 So again, just in terms of why we're here and
2 kind of some lessons learned. It is -- SB 375 has really
3 required us, since 2008, to have a forum, and a
4 discussion, and a debate, both with our Board members, our
5 elected officials, but also a lot of our stakeholders, our
6 community-based organizations, our private sector
7 developers, our affordable housing providers, into how we
8 achieve our greenhouse gas reduction goals, how we achieve
9 the ambitious State climate goals in the state of
10 California.

11 Next slide.

12 [SLIDE CHANGE]

13 JAMES CORLESS: Can you jump to the next slide
14 too. This is our current VMT map. This is our -- oh, no.
15 Yep, stay there. I was a little worried when I -- when we
16 put this in the slide deck and I knew it was after lunch
17 that a VMT map would put most of you to sleep. But per
18 the prior presentation, I realized you're the -- you're
19 the target audience for a VMT map at 3 p.m. in the
20 afternoon.

21 And I say this and I -- and we have this map in
22 here, because I think it does really relate to a lot of
23 your -- a lot of your discussion. And I want to point out
24 a few things. If you -- if you're kind of oriented at all
25 to the Sacramento region, the large blob of green there is

1 the urban core of Sacramento. It's the City of
2 Sacramento. It's the surrounding suburbs. But if you
3 look at it, the green and the yellow is where, if we are
4 successful in our Sustainable Communities Strategy, we
5 will have vehicle miles traveled lower than our regional
6 average.

7 And the first thing I'd say to you is like many
8 of our regions, they're complex. These are not concentric
9 circles that emanate out from the urban core. So when we
10 talk about lower than average vehicle miles traveled, yes,
11 it's our urban core, but it's a lot of our older suburban
12 areas, which frankly have been disinvested in, and now
13 have issues around poverty. It is our small towns, our
14 small historic towns, Woodland, and Winters, and
15 Placerville. Placerville, by the way, on Highway 50 on
16 the way up to South Lake Tahoe just approved and got built
17 its first affordable housing projects in about 30 years,
18 as a result of RHNA, and a RHNA overlay, and as a way to
19 support our Sustainable Communities Strategy. And then if
20 you look in the very north, you'll see two small cities
21 there, Yuba City and Marysville, bright green. They glow.

22 There's not a lot of -- there's important
23 transit, but not a lot of transit up there. That is not
24 what's happening in Yuba City and Marysville. It is
25 surrounded by natural floodplain. They essentially have a

1 don't have enough infill in your plan. And the other
2 thing we heard was this is wishful thinking. It's not
3 going to happen.

4 And as planners, an planning agencies, we don't
5 want to plan to plan. We want a plan to invest. We want
6 a plan to prioritize. And so we took that to heart and we
7 got together, per the comments of all of you in the prior
8 panel, with private sector builders and developers,
9 affordable housing providers, local government, banks,
10 financing agencies. And we said why are we not getting
11 infill development and affordable housing in these places?
12 Because we can just keep wishing it to happen. So what's
13 it going to take. And the answer was actually not CEQA,
14 even though very supportive of AB 130 and what happened
15 with CEQA. It wasn't that in our region.

16 The answer was economics. And the answer was
17 infrastructure, water, sewer, utility upgrades in older
18 disinvested areas that have not been upgraded and repaired
19 for decades that used to get funded by redevelopment when
20 we had redevelopment as a state. Now, we don't have it.
21 And so that cost, it's one thing if we could spread
22 that -- a developer can spread that across a greenfield
23 pretty easily, but you can't do it parcel by parcel down
24 and old suburban arterial that is looking for reinvestment

25 So we came up with a program called Green Means

1 Go. If you've heard of the REAP Program, thank you State
2 legislators and everybody here. REAP 1 and REAP 2 really
3 has helped us implement our Sustainable Communities
4 Strategies, and in our region has gone entirely into
5 water, sewer, utility upgrades in, frankly, older and
6 formerly red-lined disinvested areas to begin to upgrade
7 those facilities, so the developers with really thin
8 margins don't have to worry about that cost. We can take
9 it off their pro forma.

10 So, next slide.

11 [SLIDE CHANGE]

12 JAMES CORLESS: And what I want to tell you, and
13 I wish I could tell you this is entirely our Green Means
14 Go program in the Sacramento region that started in 2020.
15 And it is a lot of that and it's not just about SACOG as
16 an agency. It's about our region working collectively and
17 collaboratively. By the way, it's a voluntary program.
18 You don't have to participate. It is an incentive-based
19 program. We told everybody we're going to get you money
20 for your water sewer. Some people were skeptical. We had
21 26 of our 28 jurisdictions sign up and designate areas
22 that they would say they would permit streamline and say
23 those are infill areas. And we were able to, in the State
24 budget, again thanks to all of you, get REAP 2, the REAP 2
25 program.

1 2024 was in these green zones.

2 So next slide.

3 [SLIDE CHANGE]

4 JAMES CORLESS: And I just want to give you a
5 couple of examples. So just south of downtown Sacramento,
6 an old suburban arterial called Stockton Boulevard, it is,
7 by the way, where we are hoping to get our first bus rapid
8 transit corridor in our entire region will be in Stockton
9 Boulevard, but we didn't have lot of development
10 happening -- a lot of new development. We were able to
11 put \$2 million under our Green Means Go Program into
12 water/sewer to allow this project to pencil.

13 This is the San Juan Apartments by Mutual
14 Housing. It's 119 all affordable. It straddles the city
15 of Sacramento and the county of Sacramento right on the
16 future bus rapid transit corridor and right down from a
17 development called Aggie Square with UC Davis.

18 Next slide.

19 [SLIDE CHANGE]

20 JAMES CORLESS: These are apartments in midtown
21 Sacramento. This was also a parking lot and it was
22 stalled in terms of development, and it needed water
23 infrastructure. And we were able to put again Green Means
24 Go funding on this right in downtown/midtown Sacramento,
25 not too far from the State Capitol.

1 Next slide.

2 [SLIDE CHANGE]

3 JAMES CORLESS: This is the Sayonara Drive
4 duplexes in Citrus Heights. Citrus Heights is a really
5 bellwether city in many ways, like many California
6 suburban cities. Hasn't had a lot of new infill
7 affordable development. But again, with our REAP 1 and
8 our REAP 2 money, was able to get these duplexes done.
9 And somebody mentioned a dead mall earlier. They are
10 redeveloping their almost dead mall, Sunrise Mall in
11 Citrus Heights into basically a brand new downtown. And
12 that is taking a lot of local will, and leadership, and
13 vision on the part of the City Council.

14 Next slide.

15 [SLIDE CHANGE]

16 JAMES CORLESS: And then finally in Folsom just
17 up Highway 50, which I believe you'll be in. We'll
18 welcome you to Folsom in June, the CTC members, I should
19 say. I think of all of you as one, you know. That's the
20 idea, right? But you'll be there in the City of Folsom,
21 which is growing very fast, but has a lot of infill
22 opportunity that is also very low VMT. And these are
23 absolutely built in partnership with Habitat for Humanity
24 and a benefit of -- a beneficiary of both REAP 1 and REAP
25 2 dollars and Green Means Go.

1 Next slide.

2 [SLIDE CHANGE]

3 JAMES CORLESS: So I want to end here and pass it
4 off to my colleagues. But I really wanted just to get
5 across to you all today, and I'm hoping we can get some
6 good questions and discussion, we want to -- we spent a
7 lot of time on our plans, a lot of time on our MTP/SCSs
8 under SB 375. That's a mouthful. But these are basically
9 strategic plans for how our regions will grow,
10 transportation, infrastructure land use. We want to spend
11 more time implementing those. And I will say those REAP 1
12 and REAP 2 dollars, yes, we have transportation funding
13 and we partnered with all of you on that. But flexible
14 dollars like REAP 1 and REAP 2 are the reasons that I can
15 give you this presentation today, because you, as the
16 State, gave us that flexibility.

17 I will also say RHNA, while I mentioned
18 placerville, but is not funded. So we do the Regional
19 Housing Needs Allocation. We don't -- we have to figure
20 that out how we fund that ourselves but we want to
21 implement those plans. We want to implement RHNA and our
22 SCS. We want to balance these goals. I appreciate
23 everybody's comments that we'd love to have it where we
24 have the triple -- the triple play, right, housing,
25 climate and equity all at once, but we've got to be real

1 those sometimes those are in conflict. And so we just
2 want to have those open conversations.

3 And finally, when we say build trust through
4 clear strategies, what I'm talking about is investing,
5 being intentional, and then giving you that kind of data
6 around actual housing and infill areas that drives down
7 VMT. We have to tell people that we're investing tax
8 dollars wisely and we think this is a great example, again
9 thanks to your partnership for those of you up on the
10 dais.

11 So with that, I'm going to pass it over to Robert
12 from Fresno.

13 ROBERT PHIPPS: Thank you, James. Good
14 afternoon, Board members, Commissioners, Directors. And
15 than you for having us again. My name is Robert Phipps
16 and I am here specifically representing Fresno Council of
17 Governments, but am also speaking on behalf of the entire
18 San Joaquin Valley eight separate COGs, Metropolitan
19 Planning Organizations, and Regional Transportation
20 Planning agencies spanning a total area of about 27,000
21 miles -- square miles from San Joaquin in the north -- San
22 Joaquin County all the way down to Kern, from the giant
23 sequoias in Tulare to the desert.

24 And so of that 27,000 square miles, about 10,000
25 of that is on the valley floor, and five million acres of

1 that is some of the most productive ag land in the world.
2 We have about 4.3 million impassioned residents who are
3 very concerned about questions regarding housing,
4 affordability, equity, and transportation connection. How
5 do we connect to each other. How do we -- how do we make
6 our quality of life better?

7 The ag land that I mentioned earlier collectively
8 again produces about \$40 billion in combined ag products
9 at last count or about 25 percent of the entire nation's
10 food supply. However, we are diversifying, a growing
11 logistics sector, major growing in the energy sector in
12 terms of solar farms, and windmill farms -- or wind farms.

13 So as we like to say in Fresno, we have it all,
14 the power, the passion, and the produce.

15 Next slide, please.

16 [SLIDE CHANGE]

17 ROBERT PHIPPS: So for today, we're going to talk
18 about impacts, as James alluded, the SB 375, what we've
19 seen with that on a valleywide basis, as well as REAP 1
20 and then some county-by-county examples, and finally some
21 valleywide examples specifically of REAP 1, for which we
22 are most grateful to the State and HCD for working with us
23 on that and being as flexible as they have.

24 Next slide.

25 [SLIDE CHANGE]

1 ROBERT PHIPPS: So you see -- what you see
2 with -- in terms of as we approach the 20th anniversary of
3 SB 375 is a gradual, but overarching shift in our
4 investments throughout the valley from highway/roadway
5 expansion to public transportation and active
6 transportation projects. You also see a greater emphasis,
7 as I think you're going to hear commonly among all of us
8 on infill development in urban areas and a much greater
9 focus on alternative transportation options besides active
10 transportation projects themselves, things like
11 microtransit, ITS and transportation demand management.

12 Next slide, please.

13 [SLIDE CHANGE]

14 ROBERT PHIPPS: With specific regard to REAP, the
15 Regional Early Action Planning program, REAP is what saved
16 us quite frankly in the 6th cycle RHNA efforts. Had it
17 not been for REAP, a lot of our communities would have
18 faltered with regard to specifically with their Housing
19 Elements. It supported regional housing planning
20 coordination among local jurisdictions. It assisted us
21 greatly in terms of RHNA. Not a single lawsuit that I'm
22 aware of filed in the San Joaquin Valley. And it, perhaps
23 most importantly, enabled numerous multi-jurisdictional
24 Housing Elements throughout the entire valley.

25 Many of us again are smaller cities in particular

1 would not have been able to afford a housing element on
2 their own had it not been for resources like REAP that
3 assisted us in working on, you know, either county-led or
4 regional-led multi-jurisdictional housing programs.

5 So with regard to -- next slide, please.

6 [SLIDE CHANGE]

7 ROBERT PHIPPS: With regard to specific programs
8 and projects, you see here that in our RTP for Fresno
9 beginning just kind of alphabetically, we've gone from, in
10 2010, our capacity-increasing projects have dropped from
11 55 percent to 22 percent following our 2026 proposal for
12 the RTP. Our bike and ped has increased from two percent
13 to 12 percent. And in transit 14 percent to now 23
14 percent. This also reflects what's happening with our
15 local measure. We're seeing similar returns originally
16 1986 proposed at 75 percent in terms of capacity
17 increasing. Today, the proposal that is being solicited
18 is at four percent. Transit is now 30 percent -- or close
19 to the 30 percent of funding that's been recommended for
20 our local measure.

21 Examples of that include specifically the Fresno
22 Area Express facts: Q line bus rapid transit, the first
23 rapid transit system in Fresno on two corridors that also
24 has the accompanying transit-oriented development; as well
25 as the first of its kind that we're aware of, the Fresno

1 County Rural Transit agency's operation and maintenance
2 facility, which is in an island mode. So it is wholly
3 self-sustainable with regard to electricity, has
4 completely solar powered, and is an example -- one example
5 of early adoption of EV electrification -- early EV
6 electrification adoption throughout our public fleets in
7 the valley.

8 Next slide.

9 [SLIDE CHANGE]

10 ROBERT PHIPPS: Kern, and specifically the City
11 of Bakersfield, has seen tremendous success with infill
12 development with 1,300 new units in its downtown since
13 2014. And that owing partially to REAP, but also just to
14 demand for housing and incentives that the cities -- or
15 the City of Bakersfield rather and the Council of
16 Governments there have emphasized.

17 Next slide.

18 [SLIDE CHANGE]

19 ROBERT PHIPPS: In Kings County, we have -- SB
20 375 has been helpful in expanding KART fixed-route transit
21 service and in introducing microtransit in rural areas
22 specifically. It's helped build a new multi-modal -- or
23 spur the development of a new multi-modal transit center.
24 And it's helped integrate transit, microtransit, bike and
25 pedestrian and regional rail. As we'll see momentarily,

1 we are looking now at expanded potential for regional rail
2 throughout the valley, as well as improvements in Kings to
3 ADA accessibility to help with operational efficiency and
4 accessibility -- equitable accessibility.

5 In Merced, a similar story. Next slide, please.

6 [SLIDE CHANGE]

7 ROBERT PHIPPS: I'm sorry Madera. Excuse me,
8 Madera. We have the Esperanza Village in downtown Madera,
9 48 new unites funded by AHSC grants. Another common theme
10 that you'll see throughout the San Joaquin Valley is how
11 helpful AHSC has been in the absence of redevelopment, as
12 well as the relocation of the Madera Amtrak Station to tie
13 in with the Madera community college and future high-speed
14 rail station. And again, you see that investment shift
15 over time and how transit and active transportation from
16 2011 to 2022 have significantly increased across Madera
17 County.

18 In Merced, we see -- next slide.

19 [SLIDE CHANGE]

20 ROBERT PHIPPS: -- a similar story in terms of
21 microtransit, and a -- also early investment in EV
22 infrastructure and transit fleet conversion. Multiple
23 REAP projects primarily again helping with the RHNA
24 process and the multijurisdictional housing element and at
25 least AHSC projects in Merced -- the City of Merced

1 itself, the Livingston B project and the Childs and B
2 transit-oriented development project.

3 Next slide, please.

4 [SLIDE CHANGE]

5 ROBERT PHIPPS: Moving on to San Joaquin, we have
6 an expansion of the DIBS Vanpool Program that helps bring
7 an additional 5307 funds for transit in disadvantaged
8 communities like Stockton, Tracy, Manteca and Lodi, as
9 well as expanded transit and rail, you know, the -- with
10 the San Joaquin Valley Rail Commission running the new
11 Gold Runner service in -- throughout the valley, a major
12 investment, as well as San Joaquin taking advantage of ACE
13 there that is also expanding as far down as hopefully to
14 Merced County.

15 Next slide, please.

16 [SLIDE CHANGE]

17 ROBERT PHIPPS: In Stanislaus, we have over 150
18 new units or approximately 150 new units of downtown
19 affordable apartments. The Downtown Modesto Affordable
20 Apartments project, that includes bike path connectivity
21 and transit improvements, as well as the Modesto 9th
22 Street Corridor Improvements project and Archway Commons.
23 Again, both relying on AHSC funds and including multiple
24 roundabouts, transportation infrastructure -- active
25 transportation infrastructure and transit access.

1 Next slide, please.

2 [SLIDE CHANGE]

3 ROBERT PHIPPS: In Tulare County, over \$100
4 million received and leveraged through the active
5 transportation program and work on the Cross Valley
6 Corridor, a long-term regional rail mobility vision that
7 actually does touch other counties as well, Kings and a
8 little bit of Fresno, with more than 120 million invested
9 in roundabouts, and \$600,000 to expand the regional
10 vanpool programs, which some of us also fund through our
11 local measures.

12 Next slide, please.

13 [SLIDE CHANGE]

14 ROBERT PHIPPS: Going on to our valley-wide
15 Regional Early Action Planning program, you know, we
16 divided our funds in -- among the jurisdictions, but also
17 for valley-wide benefit producing multiple studies that
18 were, you know, requested by our public and our housing
19 experts, such as our -- water supply and RHNA projections.
20 You know, we face serious water issues, including
21 subsidence in the valley with overdrawn water tables. We
22 have the Small-lot Planning Study, a comprehensive housing
23 report for the entire San Joaquin Valley that REAP helped
24 funded.

25 Next slide.

1 [SLIDE CHANGE]

2 ROBERT PHIPPS: As well as a tailor-wide --
3 tailor-wide -- a tailored valley-wide accessory dwelling
4 unit, ADU, template program open to all of the 72 -- well,
5 80 jurisdictions in the valley including the counties, as
6 well as VisionEval modeling enhancements for infill
7 development opportunities to locate, just as the State is
8 planning to do, to locate those best places for infill
9 development to occur.

10 Next slide.

11 San Joaquin County, in particular -- next slide,
12 please.

13 [SLIDE CHANGE]

14 ROBERT PHIPPS: Yeah, San Joaquin County in
15 particular has done some great things. They're ahead of,
16 I think, most of us in terms of their VMT mitigation bank,
17 in addition to their housing connect tool that centralizes
18 data for tracking residential RHNA housing progress and
19 opportunity site inventories and features sustainability
20 analysis and development trends that are helpful for
21 jurisdictions to optimize housing production, as well
22 as -- next slide.

23 [SLIDE CHANGE]

24 ROBERT PHIPPS: -- as I mentioned the housing
25 trust fund to directly accelerate new and affordable

1 housing, financial -- that includes the financial
2 feasibility analysis, affordable housing needs assessment,
3 as well as an ADU calculator and -- to determine the ADU
4 potential, and plan -- you know, help plan realistically
5 for compliance with State laws and local ordinances.

6 And with that, I'm going to hand it off to Dave
7 for MTC. Thank you for your attention.

8 [SLIDE CHANGE]

9 DAVE VAUTIN: Good afternoon. I'm Dave Vautin.
10 I'm the Planning Director with the Metropolitan
11 Transportation Commission, and the Association of Bay Area
12 Governments. Thank you for the opportunity to spotlight
13 our regional planning and implementation efforts here in
14 the San Francisco Bay Area, a dynamic region of nearly
15 eight million people with a diverse range of planning
16 contexts from urban and suburban places to rural locations
17 as well.

18 Next slide.

19 [SLIDE CHANGE]

20 DAVE VAUTIN: Now, it's been nearly two decades
21 since Senate Bill 375 was signed into law. And four plan
22 cycles later, we've learned a lot and effectuated a lot of
23 change -- meaningful change on the ground. Plan Bay Area
24 is our region's RTP/SCS. And we, in fact, just adopted
25 Plan Bay Area 2050+, the fourth in this series last month

1 with unanimous support from both of our boards. And we're
2 immediately preparing a major update, known as Plan Bay
3 Area 2060, which commences later this year and will sync
4 with RHNA Cycle 7, all of which is due in 2030.

5 Next slide.

6 [SLIDE CHANGE]

7 DAVE VAUTIN: Our long range plan is defined by
8 35 strategies, policies and investments that can be
9 advanced at the local and regional levels to realize a Bay
10 Area that is affordable, connected, diverse, healthy and
11 vibrant for all, totaling nearly \$1.5 trillion dollars
12 across the elements of transportation, housing, economic
13 development, and environmental resilience. The strategies
14 in the plan not only meet the State's greenhouse gas
15 target, but also a range of other goals, affordability,
16 access to job opportunities, expanded parks and open
17 space, and much more.

18 Less than one percent of our future growth here
19 in the Bay Area is going to be outside of today's urban
20 growth boundaries. Our plan is focused on infill with
21 approximately 95 percent of all new housing planned for
22 what we call growth geographies, locally nominated or
23 regional identified places served places served by
24 frequent trends.

25 That growth requires infrastructure to thrive,

1 the statutory requirements, but also goes beyond them to
2 address many of the uniquely acute problems that the Bay
3 Area public and policymakers care about. It's not just
4 our climate target, but addressing our affordability
5 crisis that is core to what our boards are advancing with
6 this plan.

7 We include strategies that span housing
8 protection, preservation and production in that vein. We
9 feature transit transformation strategies that include
10 expanded safety and security measures, time transfers and
11 more consistent regional fares. And we've gone beyond
12 having simply a transportation project list to incorporate
13 a sea level rise resilience project list, as mentioned
14 before, with a comprehensive inventory to protect our
15 region from rising tides. Our climate strategies have had
16 to take an everything-including-the-kitchen-sink approach,
17 strategies like all lane tolling on all highways, five
18 minute transit frequency networks, and the most robust
19 transportation electrification strategy amongst our large
20 MPOs here in California.

21 And last, but not least, our plan incorporates
22 our second iteration of what we call our implementation
23 plan, where we translate our 25 year long range strategies
24 into discrete near-term commitments for the next five
25 years with annual ongoing performance monitoring as well.

1 Next year, the Commission is on track to reward
2 about 10 to 15 jurisdictions across the Bay Area with
3 bonus funding to reflect their progress on zoning,
4 parking, housing policy and station access changes that
5 are directly aligned with Plan Bay Area 2050+. And this
6 reflects the fundamental connection between the success of
7 our transportation systems and our climate goals with
8 meaningful on-the-ground land use changes. And that's the
9 sort of thing that these programs have helped to realize
10 at the local scale across a very diverse set of planning
11 contexts.

12 Next slide.

13 [SLIDE CHANGE]

14 DAVE VAUTIN: But we also face some real
15 challenges, in terms of implementing these plans. And I
16 really want to underscore that, things like implementation
17 authority, public support, and most notably funding are
18 huge barriers across the state. Again, I'll spotlight
19 just one challenge for the sake of time. Our transit
20 needs here in the Bay Area are challenge number one at the
21 moment. Our federal COVID era funding for transit
22 operations is running out and an \$800 million budget
23 shortfall is directly ahead in 2027 just to continue
24 operating critical systems like BART, Muni, and Caltrain.

25 While near-term funding to sustain transit

1 operations in an era of hybrid work is a critical
2 near-term priority, we also need to expand transit
3 operations going forward. The plan includes an \$82
4 billion vision to do just that with more frequency, speed
5 and connectivity. And this means that we need greater
6 flexibility both in existing and future funding programs
7 to support more transit service and lower cost transit
8 transformation investments, in addition to the larger
9 scale capital projects that have been the State's
10 traditional area of emphasis.

11 To accelerate our efforts in these spaces with
12 near-term wins, flexible funding programs like REAP are
13 more necessary than ever before, both for land use and for
14 transit. And we look forward to continued partnership in
15 this space over the years ahead to accelerate our progress
16 towards California's climate and housing goals.

17 Thanks -- next slide, please.

18 [SLIDE CHANGE]

19 DAVE VAUTIN: Thanks again for your time today,
20 and I'll turn -- we'll now turn to Southern California and
21 I'll hand it over to Warren.

22 [SLIDE CHANGE]

23 WARREN WHITEAKER: Thanks, Dave. Warren
24 Whiteaker, Southern California Association of Governments.
25 We can go to the next slide.

1 [SLIDE CHANGE]

2 WARREN WHITEAKER: We are another six-county
3 region, just like SACOG. Ours has a little bit more
4 population, nearly half the state, in fact, across 191
5 cities.

6 Next city -- next slide, please.

7 [SLIDE CHANGE]

8 WARREN WHITEAKER: Nearly two years ago to the
9 day, our most recent RTP/SCS known as Connect SoCal and
10 specifically Connect SoCal 2024 was adopted. Actually,
11 earlier today, we just did our kind of kick-off for the
12 joint policy committee to kick off our next cycle.

13 The current plan anticipates that by 2050 over 60
14 percent of households and jobs are expected to be in
15 Priority Development Areas near transit and other
16 amenities. And pay attention to the other amenities,
17 because that will come up. It's been a consistent theme
18 all day.

19 While the plan includes over 2,000 transportation
20 projects, over 60 percent of the planned investment dollar
21 value is for O&M, operation and maintenance, of the
22 transportation system.

23 Next slide, please.

24 [SLIDE CHANGE]

25 WARREN WHITEAKER: Looking back some 14 years to

1 our first RTP/SCS, the SCAG region has seen an increase in
2 the diversity of housing types, as well as an increase of
3 mixed use near transit. Compared to the building boom in
4 the '90s and the early aughts, the more recent housing is
5 more location efficient. This essentially mirrors what we
6 saw in the tab 3 set of presentations.

7 Next slide, please.

8 [SLIDE CHANGE]

9 WARREN WHITEAKER: And you know, if you're not
10 asleep based on the collective VMT maps --

11 (Laughter).

12 WARREN WHITEAKER: -- I want to continue that
13 kind of retrospective as well. Overall, the region has
14 seen steady declines in VMT per capita. We've also
15 observed that low VMT neighborhoods are located throughout
16 the region and are not always tied to transit or density.
17 What appears to make a key difference for low VMT is the
18 accessibility of destinations.

19 Next slide, please.

20 [SLIDE CHANGE]

21 WARREN WHITEAKER: I'm going to shift
22 perspectives slightly here. So next slide.

23 [SLIDE CHANGE]

24 WARREN WHITEAKER: So over the dozen plus years
25 between our first and most recent plan, the amount of

1 spending on highway capital dropped from 12 percent of
2 total expenditures to three percent. At the same time,
3 transit capital and overall O&M investments have markedly
4 increased.

5 Next slide.

6 [SLIDE CHANGE]

7 WARREN WHITEAKER: Along with the dollar value
8 drop across plan cycles, we've also seen a reduction in
9 highway lane miles. In fact, the reduction of over a
10 thousand planned highway lane miles. Specific
11 illustrative project examples with major scope changes
12 include the State Route 710 north extension and tunnel,
13 which is progressing now with transportation system
14 management and transportation demand management
15 improvements. It's that option that you see in every
16 document where it's TSM/TDM, and it most of the time was
17 ignored in the past. This is the one being selected now
18 and actually moving forward.

19 Next slide.

20 [SLIDE CHANGE]

21 WARREN WHITEAKER: Beyond the scope and funding
22 changes, we also have a new vision for highway
23 investments. Our priorities are for managed lanes like
24 the 405 express lane project, reconnecting communities
25 like in Pasadena with the relinquishment of the 710 stub

1 and freight safety and efficiency projects like the I-10
2 east bound truck climbing lane project.

3 As mentioned in previous presentations, and I'm
4 sure as we continue along the line, State partnership and
5 support is critical in each one of these priorities. We
6 have TCEP funding that helped with that I-10 truck
7 climbing lane project, the tolling authority for being
8 able to do some of the managed lane works -- work, and
9 obviously continuous and ongoing collaboration with
10 Caltrans.

11 Next slide, please.

12 [SLIDE CHANGE]

13 WARREN WHITEAKER: So I'm going to end at this
14 point. In the SCAG region, as I mentioned before, we have
15 191 cities, but most of these are small jurisdictions with
16 limited staff and capacity to advance projects and
17 programs to further the goals of Connect SoCal or the SCS
18 in general, just like all of us are facing.

19 We've seen success through the REAP program.
20 When MPOs are able to carry the administrative burden and
21 support low and lower resource communities when applying
22 for and managing grants, those communities are able to
23 realize the benefits of the available resources.

24 Next slide, please.

25 [SLIDE CHANGE]

1 WARREN WHITEAKER: And with that, I want to thank
2 you and hand it off to Heather from AMBAG.

3 [SLIDE CHANGE]

4 HEATHER ADAMSON: Next slide, please.

5 [SLIDE CHANGE]

6 HEATHER ADAMSON: Good afternoon, Commissioners,
7 Board members and staff. My name is Heather Adamson. I
8 am the Planning Director for the Association of Monterey
9 Bay Area Governments, also known as AMBAG. It's a lot
10 easier to say. Similar to the other present -- presenters
11 today, I want to talk about some of our SCS successes and
12 challenges in the region from a more -- definitely smaller
13 and more rural perspective.

14 Next slide, please.

15 [SLIDE CHANGE]

16 HEATHER ADAMSON: So for those who aren't
17 familiar with the AMBAG region, we are a tri-county area,
18 made up of Monterey, Santa Cruz and San Benito counties in
19 the central coast area of the state just south of the Bay
20 Area. And our total population is just over 750,000 in
21 the total tri-county area, so much smaller scale.

22 AMBAG is the Metropolitan Planning Organization
23 for the three counties. However, we are only the Council
24 of Governments which means we only do RHNA for two out of
25 three counties. The Council of San Benito, or the --

1 yeah, Council of San Benito County Governments is the COG
2 for San Benito County. AMBAG has 24 voting members that
3 represents the 18 cities and the three counties, and we
4 have nine ex officio members. To make the collaboration
5 in our region even more exciting, we have three Regional
6 Transportation Planning agencies at the county level.
7 They are responsible for allocating and implementing the
8 transportation projects that are in our Sustainable
9 Communities Strategy. So it is crucial that all of the
10 agencies I just mentioned work together to develop and
11 implement the Sustainable Communities Strategy.

12 I'd also like to note, I'm sure many of you have
13 been to this coastal area, but we are predominantly a
14 rural county. We have some very small rural suburban
15 areas in Salinas, Monterey, Hollister and Santa Cruz. And
16 our leading industries are agriculture and tourism that
17 don't really lend themselves well to commuter-based
18 transportation focus.

19 So I want to talk a little bit about our
20 successes in the region and then go on to some challenges,
21 and then leave you with some takeaways.

22 Next slide.

23 [SLIDE CHANGE]

24 HEATHER ADAMSON: So one of the successes that
25 I'd like to highlight in the AMBAG region is before we did

1 our first SCS, our long range plan -- tri-county plan,
2 allocate roughly 50 percent of expenditures to highway
3 projects. I'm happy to say that our current draft plan
4 that's scheduled to be adopted in a couple months has
5 reduced that to 14 percent. So our focus really has been
6 reduced to building where we need to build, but we do have
7 a couple of key highway projects, one State Route 25 in
8 San Benito County and U.S. 101 in this Monterey County
9 that desperately need some safety and freight
10 improvements.

11 One of those facilities is one lane in each
12 direction. We have a lot of freight, as well as passenger
13 travel on that corridor and we also have U.S. 101, a lot
14 of freight. We have a lot of big rig trucks coming from
15 the fields directly onto the highway. And so, we need
16 some safety and for those at-grade intersection
17 improvements.

18 So as you heard from the other panel members, one
19 size does not fit all. We do have a couple remaining
20 projects, so I can't get that down to one percent yet.

21 We also have a greater emphasis on our infill
22 development, particularly in our smaller areas. And I'll
23 talk a little bit more about we've used some of our REAP
24 funding, but we've really focused on where it makes sense
25 to put those density, and where the sort of high priority

1 jobs are and how to connect those infill with that. And
2 it may look a little different than in the SCAG region or
3 even in the Sacramento area, but all of our jurisdictions
4 are really focusing on that.

5 As I mentioned, in terms of our emphasis and our
6 funding strategy, we really are looking at those
7 alternative modes, active transportation. All of our
8 jurisdictions, particularly on the coast, have always been
9 focused on active transportation and have been successful
10 in obtaining some State funding for that. But some trips
11 really make sense for those active transportation or just
12 making our streets more complete and making them more
13 accessible for all users, transit vehicles included.

14 And then most of our investments, like you've
15 heard from the other presenters today, roughly two-thirds
16 of our investments are going to maintain the system we
17 have or making improvements to make it operate more
18 efficiently. And so, we're really focusing on those type
19 of improvements.

20 Next slide.

21 [SLIDE CHANGE]

22 HEATHER ADAMSON: But we do have some challenges.
23 I know James said they're one of the fastest growing in
24 the state. We are one of the slowest. In the last
25 census, we lost population. Not only are we declining

1 population, we are getting older, extremely old in some of
2 our jurisdictions. And that is a predominant --

3 (Laughter).

4 HEATHER ADAMSON: That is -- I can say that. I'm
5 eligible for retirement. I can say that. I can say that.

6 (Laughter).

7 HEATHER ADAMSON: And an aging population has
8 different housing and transportation needs and we really
9 need to focus on that. In addition, it is very expensive
10 to build in our region. Land is expensive. A lot of our
11 jurisdictions have water constraints. One of our
12 jurisdictions has a cease and desist order from issuing
13 new water -- or water meters from the State. I mean, so
14 we have a lot of issues that are really causing some delay
15 in implementing our land use changes. And so those
16 changes really do take time.

17 And finally, another challenge I'd like to point
18 out relates to transportation and our ability to drive
19 change is just overall funding. We don't have a lot of
20 funding in some of the smaller lesser urban areas. And
21 one example here is a great program that really lacks
22 funding to make it even better. I don't know how many of
23 you have heard, but there is an agricultural vanpool
24 program throughout the state that operates in many of the
25 Central Valley counties, as well as in Monterey County and

1 cities have populations under 25,000. Some don't even
2 have planning staff and they contract out planning staff
3 with a consultant. So this funding was extremely
4 necessary for them to complete their 6th cycle Housing
5 Element.

6 We also created a California central coast
7 housing best practices toolkit for not just the AMBAG
8 region, but for our two other central coast regions, San
9 Luis Obispo County, as well as Santa Barbara Council of
10 Governments for their jurisdictions to use. And then what
11 we've done with REAP 2, which we're wrapping up
12 implementing this summer is we allocated most of our
13 funding to three large projects that would build up the --
14 actual get the affordable housing units on the ground.

15 In Watsonville we -- the applicant was our Santa
16 Cruz Metro, our transit district, working with the City of
17 Watsonville putting affordable housing units on the
18 Watsonville transit center property, working with the City
19 Monterey putting in an infill development in downtown
20 Monterey, and then working with the City of Salinas and
21 putting those infill housing units getting them right next
22 to the future rail station that's under construction that
23 will connect with passenger rail up to Gilroy and on to
24 the Bay Area and Sacramento. So we are really putting
25 that to work, but we still need more money.

1 Next slide.

2 [SLIDE CHANGE]

3 HEATHER ADAMSON: And I think as is mentioned
4 before, I think James mentioned this, is the RTP/SCS is
5 designed to meet multiple and often competing goals. So
6 it is sometimes really hard to implement the one perfect
7 project, and sometimes it doesn't exist. And not all
8 projects will meet every single goal such as safety and
9 climate concerns or equity and economic. Sometimes you're
10 hitting as best as possible and you need to be flexible in
11 where you are implementing that, and tailor it to whatever
12 part of the region or state you are in.

13 Next slide.

14 [SLIDE CHANGE]

15 HEATHER ADAMSON: And then just a couple of
16 takeaways from being from the smallest region here on the
17 panel. Every region is different. Funding is critical.
18 We could do so much more. I'm a planner, but I would love
19 to start implementing more. I would love to receive more
20 REAP funding, more flexible. Unfortunately, we can't even
21 use REAP funding for things like the agricultural vanpool,
22 but just more flexible funding that gives us the ability
23 to make improvements that make sense for our region and
24 implementing our SCS.

25 I'm here to talk from a freight region, an ag

1 region, investments for safety and freight. They're still
2 needed, especially in the smaller regions. Understand it
3 doesn't make sense to expand some highways or add those
4 safety improvements to some of the larger urban areas, but
5 we do need them in our region.

6 And then, while all of our jurisdictions are
7 working on making investments in affordable housing and
8 more infill development, land use changes take time. And
9 in addition to money, we'll continue to track and see how
10 well we are implementing over time, but just wanted to
11 give you the state perspective -- or the small region
12 perspective on behalf of the other regions.

13 Thank you.

14 I'll now turn it over to Antoinette Meier from
15 SANDAG.

16 [SLIDE CHANGE]

17 ANTOINETTE MEIER: Thank you, Heather, and good
18 afternoon, Commissioners, Board members. My name is
19 Antoinette Meier. I am the Senior Director of Regional
20 Planning at SANDAG. We are the MPO for the San Diego
21 region in the southwest corner of the state, Commissioner
22 Falcon's home.

23 Next slide, please.

24 [SLIDE CHANGE]

25 ANTOINETTE MEIER: And I want to apologize in

1 advance. There is a lot of animation in my slides. We
2 love animation at SANDAG. So whoever is controlling the
3 PowerPoint is going to have to do a lot of clicking. My
4 apologies in advance.

5 (Laughter).

6 ANTOINETTE MEIER: So SANDAG was actually the
7 first MPO in the state to adopt a Sustainable Communities
8 Strategy under Senate Bill 375. That was back in October
9 2011. Actually, Heather, in a previous life, worked at
10 SANDAG and managed that plan. We have now adopted our
11 fourth SCS in December of 2025.

12 Prior to Senate Bill 375, SANDAG actually did
13 three -- or two long-range plans. We had our Regional
14 Transportation Plan, which obviously focused on
15 transportation, and then we developed a regional
16 comprehensively plan, which focused on land use and the
17 environment. And what SB 375 did was really recognized
18 that you can't plan for land use and transportation
19 separately. They are interconnected and they need to be
20 planned together. So with a click, you'll see with
21 animation those plans coming together, and you can click
22 right onto the next slide.

23 Thank you.

24 [SLIDE CHANGE]

25 ANTOINETTE MEIER: Just keep it going.

1 Thank you.

2 JAMES CORLESS: You were the first MPO that used
3 animation, right?

4 ANTOINETTE MEIER: Boy, did we ever.

5 So I think the impact of SB 275 is most visible
6 in our region's plans for growth. So what you're seeing
7 here is our growth forecast from the late 1990s. You'll
8 see dots representing housing units way out in our
9 unincorporated areas of the region. And if you click
10 again, you'll see the current growth forecast, and much
11 more of the region is conserved. And all of those dots
12 are now concentrated in the urbanized areas of the region.
13 If you click again, you'll see those side by side, the big
14 difference there. In fact, more than 50 percent of San
15 Diego County is now preserved as open space, parks and
16 habitat.

17 One more click, please.

18 [SLIDE CHANGE]

19 ANTOINETTE MEIER: This is the land use strategy
20 and our current Sustainable Communities Strategy. Eighty
21 percent of all of the housing and jobs is planned in urban
22 areas adjacent to transit. And we're very proud of that.
23 We incentivize that at SANDAG. We're lucky to have a half
24 cent sales tax measure TransNet. And that funds what we
25 call our Smart Growth Incentive Program. And that program

1 gives grants out to local jurisdictions for
2 transit-oriented development planning and implementation.
3 And then REAP allowed us to expand upon that even further.
4 So you're hearing a theme today. REAP did a lot for not
5 just the regions, but for our member agencies, many of
6 those small jurisdictions that don't have the resources.
7 And we've passed through most of our REAP money to our
8 local jurisdictions, to developers, to our tribes who have
9 unique housing needs as well. And that allowed us to
10 really build on the work that we're already doing through
11 Smart Growth.

12 Click, please.

13 [SLIDE CHANGE]

14 ANTOINETTE MEIER: We also manage growth in our
15 region through our environmental mitigation program. This
16 is also funded through our half cent sales tax measure,
17 but SANDAG has acquired more than 9,200 acres of sensitive
18 land. And we have restored that land and we're preserving
19 it in perpetuity. We also give out grants to
20 organizations to manage and monitor the land, ensure the
21 health of the habitat there. And we've invested many
22 millions of dollars in that program over the years.

23 Next slide, please.

24 [SLIDE CHANGE]

25 ANTOINETTE MEIER: Now, I was supposed to focus

1 like our youth opportunity pass program, which gives
2 transit passes for free to youth 18 and under expanding
3 upon that, our managed lanes pricing policies, and HOV
4 policies, and our TDM programs. So we've heard about
5 vanpool today and we subsidize vanpool really heavily in
6 our region and that's been quite, quite successful.

7 So you'll notice you don't see land use here.
8 Like Heather, our region is not growing and that's why.
9 We're also getting older, but we're not expected to grow
10 much over the life of our plan.

11 Next slide, please.

12 [SLIDE CHANGE]

13 ANTOINETTE MEIER: What I really want you to take
14 away from this slide is while VM -- reducing VMT and GHG
15 is important, our plans do so much more than that, and
16 that often gets overshadowed by the VMT conversation. So
17 with our plan, we have a whole host of performance
18 measures, that we're really proud of. I've featured some
19 of them on this slide. Travel times go down for everyone
20 in our plan, whether you're taking transit, you're driving
21 or even for freight. Our drive alone trips decreased
22 significantly. Transit ridership more than doubles. The
23 population and job growth is all really concentrated
24 around transit. And the majority of the population will
25 live within a quarter mile of a high quality active

1 transportation project.

2 So my hope is with the next -- the evolution of
3 Senate Bill 375 is that we can take a more comprehensive
4 and holistic look at our plans, and really evaluate all of
5 the different accomplishments and goals that we balance in
6 those plans. And with that, I will hand it back to
7 Commissioner Falcon.

8 CTC CHAIR FALCON: Thank you, everyone for your
9 wonder presentations. And as Board members and
10 commissioners are marinating on their comments and their
11 questions, we do have a number of public comment. We have
12 -- do we have some folks online Justin?

13 CTC ASSISTANT CLERK HALL: Yes, correct.

14 CTC CHAIR FALCON: Okay. And then we also have a
15 couple in the room. So we'll go ahead with virtual.

16 CTC ASSISTANT CLERK HALL: Okay.

17 CTC CHAIR FALCON: Thank you.

18 CTC ASSISTANT CLERK HALL: First up from our
19 virtual attendees, I'd like to call on Steve Jepsen.

20 STEVE JEPSEN: Good afternoon. My name is Steve
21 Jepsen with the Clean Water SoCal. We represent 80
22 water-wastewater agencies in Southern California. Our
23 members manage wastewater for 20 million people,
24 protecting public health and the environment, while
25 generating a renewable biomethane gas that can be used to

1 power clean vehicles.

2 The 15-day change Advance Clean Fleet Regulation
3 will create significant challenges for essential public
4 services to conduct maintenance and respond to
5 emergencies. It's also inconsistent with an important
6 greenhouse gas regulation, SB 1383. SB 1383 is designed
7 to lower methane emissions by diverting organics from
8 landfills. The wastewater sector has a digester capacity
9 to process all of the state's divertible food waste, which
10 will significantly increase biogas production.
11 Unfortunately, without multiple homes for biogas, the
12 wastewater sector will not be able to participate in SB
13 1383 as envisioned by CalRecycle.

14 When the ACF Regulation was adopted over two
15 years ago, CARB was directed by resolution 2313 to lead a
16 workgroup with agencies including State Water Board,
17 CalRecycle, the California Association of Sanitation
18 Agencies and others to implement SB 1383 and identify
19 markets for biomethane to advance both GHG reduction and
20 reliable essential public services. The meetings required
21 by this resolution have not happened.

22 Following on today's meeting's theme, let's get
23 the State agencies together. The current 15-day change
24 regulation restricts the wastewater sector ability to
25 perform essential public services and will introduce more

1 affordability issues for the public. We urge CARB to
2 reopen this regulation --

3 CTC CHAIR FALCON: Mr. Jepsen, thank you.

4 STEVE JEPSEN: -- beneficial for essential public
5 fleets. Thank you for the opportunity to comment.

6 CTC CHAIR FALCON: We didn't have a -- you on
7 timer, but you got to two minutes. So thank for your
8 comments.

9 Anybody else?

10 CTC ASSISTANT CLERK HALL: Yes, Chair. Up next
11 we have David Rothbart.

12 DAVID ROTHBART: Thank you. Good afternoon. I'm
13 David Rothbart and I'm a retired engineer from Los Angeles
14 County Sanitation Districts. And I just want to say a few
15 of us have some concerns that we want to express to the
16 CARB board. It may sound a little off topic, but it
17 really is an important subject, as far as cleaning the air
18 and addressing greenhouse gases. So I really feel
19 compelled today, based on my 36-year public experience, to
20 express my concerns about the proposed amendments to the
21 Advanced Clean Fleet regulations.

22 Long story short, please direct staff to reopen
23 these regulations for your consideration. The basis for
24 this request is simple. Your goal of achieving clean air
25 won't be accomplished by only regulating seven percent of

1 the fleets in California. Moreover, by only regulating
2 public fleets, required charging infrastructure needed by
3 public services will be more limited than previously
4 anticipated. The result will be less reliable public
5 fleets which can undermine critical services needed to
6 maintain health and safety for the general public.

7 When this Board adopted the Advanced Clean Fleets
8 regulations, Board members indicated CARB would face
9 challenges implementing such a drastic change to this
10 important system -- transportation system in California
11 and adjustments would be needed. You're correct,
12 adjustments are needed at this time to ensure public
13 fleets can operate safely and reliably. I urge the Board
14 to direct staff to reopen this regulation. Thank you for
15 your consideration.

16 CTC CHAIR FALCON: We would ask speakers to stick
17 to the -- to the subject of the item. The last couple of
18 speakers were talking off topic, so appreciate your
19 respect in speaking to the item before us.

20 Anybody else, Justin?

21 CTC ASSISTANT CLERK HALL: Yes. Up next, we have
22 Reema Bzeih.

23 REEMA BZEIH: Hi. Yes. This is Reema Bzeih,
24 Pacific Environment. Sustainable Communities Strategies
25 are designed to align transportation, land use and climate

1 goals, but right now they have a significant blind spot,
2 which is freight. As California evaluates progress on its
3 Sustainable Communities Strategies, Pacific Environment
4 strongly urge the Board to explicitly account for port
5 communities and the decarbonization of ocean-going vessels
6 and SCS planning and implementation. Ports are where
7 global shipping meets local communities. Emissions from
8 ships built at birth and in transit paired with truck and
9 warehouse activity contribute significantly to air
10 pollution in nearby neighborhoods that are already
11 overburdened.

12 SCS focuses heavily on passenger vehicles and
13 VMT, but freight is largely missing. Failing to account
14 for these emissions within SCS frameworks risks
15 overlooking port-adjacent land use decisions, exposure and
16 mission outcomes and opportunities to improve regional air
17 quality and achieve statewide greenhouse gas emission
18 reduction targets. That gap has real consequences for
19 real people.

20 If SCS plans are meant to reduce emissions and
21 advance equity, they must explicitly address a
22 zero-emission freight infrastructure and create shore
23 power systems, alternative fuel bunkering, and other --
24 that will lead to high quality accessible jobs in an
25 around existing port communities close to where people

1 live.

2 We also recommend that SCS include freight
3 exposure mapping linked to port master plans, AQMD rules,
4 and OG decarbonization pathways. Without that connection,
5 California risks achieving climate goals on paper, while
6 leaving some of it's most impacted communities behind.
7 Incorporating port communities and OGDs into California'S
8 SCS can help align --

9 CTC CHAIR FALCON: Reema, can you please slow
10 down, for our interpreter, please.

11 Thank you

12 REEMA BZEIH: Sorry about that -- can help align
13 transportation, housing, and economic opportunity in some
14 of the state's most densely populated areas. We ask the
15 Board not to overlook how investments in clean ocean-going
16 vessels can help California meet its climate and air
17 quality goals, and deliver real results for public health
18 accessibility, equity, conservation and economic
19 opportunity.

20 Without that, we risk achieving climate goals on
21 paper while leaving some of the most impacted communities
22 behind. Thank you.

23 CTC CHAIR FALCON: Thank you.

24 Anyone else, Justin.

25 CTC ASSISTANT CLERK HALL: Up next, we have

1 William Barrett.

2 WILL BARRETT: Hi. This is William Barrett with
3 the American Lung Association. Can you hear me okay?

4 CTC CHAIR FALCON: Yes, we can.

5 WILL BARRETT: Okay. Great. Thank you. Again,
6 Will Barrett with the American Lung Association. And
7 always appreciate this venue for a lot of great
8 conversation about the need to continue the path to
9 building more healthy sustainable communities across the
10 State. I really do appreciate the presentations today and
11 always appreciate the MPOs giving their perspectives on
12 progress.

13 So we want to make sure that we, you know,
14 support the focus of this space really focusing on
15 sustainable communities, as a way to improve air quality
16 in California. We have the most difficult air pollution
17 challenges in the United States. We have a lot of great
18 progress behind us, but a long way to go, and feel like
19 the SB 375 process is really critical to making up for
20 gaps that are being caused in our air pollution control
21 measures by the federal government.

22 So I wanted to put that forward as just elevating
23 the importance of SB 357 being a successful pathway to
24 improving air quality and public health, reducing chronic
25 illness through focus on increasing walkability,

1 bikeability, and transit access throughout California
2 communities. Really encouraged the ongoing commitment of
3 the CAPTI framework to make sure that all transportation
4 investments are going towards meeting our climate and
5 clean air standards and improving public health and
6 equity.

7 I also wanted to highlight that as CARB is moving
8 forward with the development of the SB 150 report, I
9 really encourage the agency to capture all of the policy
10 changes that are being put forward by the MPOs to make
11 sure that we're seeing those policy changes follow SB AB
12 375 Implementation. And where policy changes are not
13 happening, also to identify that for gaps where more
14 attention is going to be needed.

15 So with that, really again appreciate the space
16 and thank you for the opportunity to speak on behalf of
17 public health and the --

18 CTC CHAIR FALCON: Thank you, Mr. Barrett. Thank
19 you.

20 CTC ASSISTANT CLERK HALL: And that concludes all
21 requests from our virtual attendees.

22 CTC CHAIR FALCON: Thank you. We do have a
23 couple of speakers in the room. And again just a kind
24 reminder to stick to the substance of the item.

25 We have Julia Levin.

1 JULIA LEVIN: Good afternoon. Julia Levin with
2 the Bioenergy Association of California. And Chair, there
3 is a very direct connection between some of the comments
4 about public fleets, the Advanced Clean Fleet regulation,
5 community sustainability, and transportation more
6 generally.

7 To give an example here in the Bay Area,
8 wastewater treatment facilities cause a hundred thousand
9 diesel truck miles each year transporting sewage sludge, a
10 hundred thousand diesel truck miles. The transportation
11 of waste is a critical public health service. In fact,
12 waste management and wastewater management are the
13 original public health and sustainability programs around
14 the world. So there really is a very direct connection
15 here with community sustainability.

16 Having said that, there's also a very direct
17 connection with climate change. Eighty-seven percent of
18 California's methane emission come from organic waste,
19 eighty-seven percent. And to quote a colleague of many of
20 ours, Ken Alex, methane reductions now are the emergency
21 brake for climate change. It is our last lever to stop
22 from going over the climate change cliff that is
23 catastrophic climate change. So we really do have to
24 address organic waste. That relates to the Advanced Clean
25 Fleets rule, because some of the changes in the current

1 15-day package may make it really hard or impossible for
2 public agencies to comply.

3 We had a conversation with the Executive Officer
4 during the break and we are confident that we will be able
5 to work out some of the ambiguous language and some of the
6 terms that may need some nuances, but this is very much a
7 sustainable transportation and sustainable community
8 issue. Thank you.

9 CTC CHAIR FALCON: Thank you. Sarah Deslauriers.

10 SARAH DESLAURIERS: Hi. Good afternoon to all.
11 And just following in what Julia was talking about as
12 well -- well, first of all, my name is Sarah Deslauriers,
13 Director of Air, Climate and Energy Programs at the
14 California Association of Sanitation Agencies representing
15 over 90 percent of the sewered population. We are public
16 agencies working for reliability and in partnerships with
17 State, regional and local agencies to protect California
18 communities and it's environment, sustainably and
19 affordably. And relating today's -- or to today's focus,
20 the intersection of climate transportation and housing and
21 the infrastructure that relies on and supports those, I
22 refer to developing -- or I am referring to developing
23 clean transportation regulations that are underway.

24 Public agencies are early adopters of purchasing
25 our -- technology and purchasing zero-emission vehicles as

1 they become available and reliable. The relia -- or the
2 reality is most vehicles types and classes in the medium-
3 and heavy-duty changes are not available as ZEVs or are
4 not adoptable to support community utility functions.

5 And furthermore, some electricity providers, one
6 recently, shared with one of our largest members, they
7 cannot support the additional demand for charging public
8 agency medium- and heavy-duty vehicles. Hydrogen
9 production provides a similar level of energy demand.

10 So we do need the Board's involvement as well as
11 with staff. We are going to be working with Executive
12 Officer Cliff and staff to increase flexibility and thus
13 workability of this regulation, and some of the details,
14 as well as address captive biofuel use, answering concerns
15 related to Senate Bill 1383 earlier.

16 There was some changes in interpretations that
17 hiring compliant fleets for which public agencies were not
18 made aware of that we are going to be working on as well
19 too, that to relieve some of the potential immediate and
20 major disruptions to water and wastewater services.

21 And with that, I just want to thank you all for
22 listening today. CASA requests again Board involvement
23 with staff as well, and we take action to further amend
24 the regulation to --

25 CTC CHAIR FALCON: Thank you, Ms. Deslauriers.

1 Thank you.

2 SARAH DESLAURIERS: -- apply these changes.

3 Thank you.

4 CTC CHAIR FALCON: Okay. We will -- any other
5 public comment, Justin, that has come in?

6 CTC ASSISTANT CLERK HALL: We did not receive any
7 other requests.

8 CTC CHAIR FALCON: Okay. Great. Thank you. I
9 will now turn it over to questions and comments for Board
10 members and Commissioners, and we are going to start with
11 Commissioner Eager.

12 CTC COMMISSIONER EAGER: Thank you, Chair Falcon.
13 Well, first of all, I want to thank the panel. It's
14 always good to hear what's going on around the state and
15 some great ideas that you have moving forward. When we're
16 looking at sustainable communities, obviously we have to
17 look at economic development, and workforce development,
18 and community development, housing, transportation, all of
19 those things coming together to move a community forward,
20 and under the auspice of health, and equity, and air
21 quality.

22 You know, one of my concerns is about ridership.
23 If we're looking at all of these things that we need to be
24 doing, and whether it's bus rapid transit, or vanpools, or
25 \$800 million upside down on BART and Metro, it's going to

1 depend on that ridership. And as someone who is OG
2 high-speed rail supporter, until we get to that place
3 where we can put people on that fast train and move them
4 around, we're going to depend on ridership here in
5 California on all of these mechanisms.

6 So I'm wondering from you all how is it that
7 we're going to address that, because it's my understanding
8 that ridership is still down everywhere. And if our -- if
9 our goal is to get people out of their cars and into other
10 ways of communication, I haven't seen that in the last 10
11 years. But if any of you have any other ideas on how we
12 do that, and then also still have money to maintain all of
13 these programs, I would appreciate a response.

14 JAMES CORLESS: Okay. I'm going to jump in. I
15 don't know. Look, Ms. Eager, and I think one of the
16 challenges of our -- I mean, we kind of gave you a lot of
17 like good news stories, right, in our SCSs and with the
18 investments with REAP 1 and REAP 2, the challenge is of
19 several challenges is transit ridership right now is how
20 to basically -- and SB 125 huge help, right? I just want
21 to be really clear about that, but it is going to end.
22 That was sort of temporary. And so the question is how do
23 we help our transit agencies be financially stable for
24 now, how do we bring some of that ridership back, and then
25 how do we reenvision the service to be more cost effective

1 and financially sustainable.

2 I don't know that I have all the right answers to
3 that. I would say from our region and the Sacramento
4 region, actually our bus ridership is back at a hundred
5 percent. That's our local bus ridership, not our express
6 bus, and not our light rail, because we don't have State
7 workers back a hundred percent downtown, right? And so
8 we're really dependent on State workers. So the strategy
9 that we have long term is a land use strategy. It's a --
10 it's a housing and economic development strategy around
11 our existing transit corridors. And that will take some
12 time, but that links right back to REAP 1, REAP 2 and land
13 use.

14 ANTOINETTE MEIER: I can add to that from the San
15 Diego perspective. Our ridership is actually recovering,
16 and some of our routes have even exceeded pre-COVID
17 levels. So ridership is going up in the San Diego region.
18 And I would say there's not one thing that increases
19 ridership. It's a variety of things. So our youth
20 opportunity pass, we made free transit for 18 and under,
21 and youth ridership has gone up significantly in the San
22 Diego region. So that's one example of how we incentivize
23 it. We have a very strong transportation demand
24 management program. We go out. We work with employers.
25 We get commuters signed up to do our vanpool program, to

1 try transit. That's another way that we encourage it.

2 But it's not always carrots. There's stick
3 approach as well. And so when parking is free and when
4 parking is plentiful it makes it very hard to get people
5 into transportation alternatives when you start charging
6 for parking or perhaps reducing the amount of parking, and
7 that's not popular, you get more people to take transit.

8 And I think you saw the VMT reduction chart that
9 I had up there. And one of the biggest sort of levers
10 that we have is that parking pricing piece. So it's a
11 variety of things that gets transit ridership to go up.

12 I'd say another big thing is that people need to
13 feel that it's safe and that it is clean, and comfortable.
14 And so that's something we're really working with our
15 transit operators on is creating that kind of safe
16 experience for people and transit.

17 CTC COMMISSIONER EAGER: And how about in our
18 rural communities?

19 ROBERT PHIPPS: You know, Commissioner, you make
20 a good point. And, of course, as I think you're well
21 aware certainly, and speaking just for Fresno County, our
22 transit ridership constitutes approximately two percent of
23 total trips. So, yeah, it is -- it is down, although a
24 similar story, at least specifically in the City of
25 Fresno, the biggest, you know, impact there as a -- on a

1 regional scale that ridership is returning to pre-COVID
2 levels at this point. You know, ironically, the gas price
3 situation does help drive transit ridership as well. That
4 is not something that, you know, we're happy about
5 trumpeting or anything like that, but I do agree with
6 Antoinette that, you know, the solution is probably going
7 to be -- long term is going to be a carrot and stick
8 approach.

9 You know, incentives on the one hand for
10 transit -- for alternative transportation modes. Another
11 one is the rethinking of how transit operates in different
12 areas. Again, we're all very different. Forty-foot buses
13 as, you know, kind of the hallmark of a transit system in
14 a place like Fresno or Madera may not make the sense that
15 microtransit does. You know, the smaller van is something
16 that's much more agile, much more responsive to the
17 customer base. That is another aspect that is probably
18 going to help move the needle.

19 HEATHER ADAMSON: And then from the AMBAG region
20 in Monterey County, MST, and in Santa Cruz County, Santa
21 Cruz Metro transit ridership is up over pre-COVID levels.
22 I'm happy to report a lot of that is supported mainly by a
23 lot of university riders, transit riders for UC Santa Cruz
24 and CSUMB. But we do have a lot of workers that do use
25 transit commuting from the Salinas and Salinas Valley over

1 to the peninsula area, Monterey, to get to jobs.

2 And then, Santa Cruz Metro did recently implement
3 a similar youth program, so that has shown a good increase
4 as well for 18 and under free rides however, in order to
5 better implement better service. And so this isn't
6 anywhere near frequent service. This is 20, 30 minute
7 service, at best, in some of our corridors.

8 In order to get that more frequent service, we
9 will need dedicated funding and ongoing funding for
10 operations. And that is something that our transit
11 districts are looking at.

12 ROBERT PHIPPS: And I would add to that,
13 especially as electrification becomes reality. I mean,
14 the cost of an electric bus versus even a CNG bus is, you
15 know, pretty substantial. And so that's why you -- you're
16 seeing in the San Joaquin Valley early adoption of that to
17 try get and ahead of it, but it's going to -- it's going
18 to cause a real, you know, crater hole in the -- in terms
19 of capital, you know, budgets, and -- which could
20 eventually impact operational expense as well.

21 WARREN WHITEAKER: I want to just jump in here
22 with another not necessarily a conflicting point, but
23 another rub. Because we looked at our transit ridership
24 in the Southern California region, even pre-COVID. And we
25 had a large drop, mainly because what happened, we had

1 transit-dependent riders. And then as soon as they could
2 afford a car, they switched to the car.

3 Where we've seen resilience in our ridership is
4 on the bus side, not so much on the rail side. I think
5 that's probably pretty consistent across the board. Those
6 transit-dependent riders continue, because they don't have
7 other choices. That's where they are. So we're
8 addressing kind of multiple issues. It goes back to that
9 equity issue. How are you providing the individuals that
10 are reliant on that shared ride, that 40-foot bus, or
11 microtransit to access key destinations whether it's
12 school or jobs, health care, but it's also then how do we
13 get those choice riders that may have been commuting into
14 a downtown area? Maybe it's an occasional trip. How do
15 we get them, or someone who never would take it, but
16 because you have parking pricing at a venue, or it's
17 inconvenient to get to that location, or you redevelop it,
18 so that your sea of parking now has other uses that you
19 can monetize, get back into the local economy, and then
20 you provide an option to take transit to get to that trip
21 or it's an active transportation trip.

22 I think we need to be looking at that. It's not
23 just -- it's all of these things and it's other things
24 too.

25 CTC CHAIR FALCON: Thank you for the question and

1 the responses. Okay. We have online Dr. Pacheco-Werner
2 and then we'll have Board Member Dawson.

3 CARB BOARD MEMBER PACHECO-WERNER: Thank you so
4 much and thank you to all of the presenters for all the
5 amazing work you have done thus far to even get this
6 vision off the ground. It's -- it is really revolution.
7 I don't want to lose sight of that.

8 One thing that I noticed just in terms of, you
9 know, some of the derisking mechanism that made it happen.
10 You know, all of the things that you all talked about was
11 the public grant funding. And so I'm wondering if you've
12 seen any specific evidence in your region of how CDFIs
13 impact investors or conventional lenders are now being
14 willing to follow up on that public investment with
15 private capital at scale. And if the evidence doesn't
16 exist in your region yet, you know, if there's any thought
17 that you're building around getting there.

18 Thank you.

19 JAMES CORLESS: I would just say from a -- the
20 Sacramento area perspective not yet. That's an excellent
21 question, because in some ways what we're hoping to do,
22 right, is to actually tilt the market and have products
23 like missing middle products that traditional lenders and
24 CDFIs would come in and it would seem less risky, because
25 at the moment, we seem to be building either single family

1 or a certain kind of infill product, a multi-family
2 product and not a lot of things in between, and not in the
3 places that we are trying to -- I'm hoping it's too early
4 yet to tell, but that is -- that is part of what we are
5 trying to do, not rely on the public funding for this
6 forever.

7 ROBERT PHIPPS: Yeah. Thank you, Dr.
8 Pacheco-Werner. And I would echo that as well in again
9 speaking specifically for the Fresno region. But I assume
10 broadlier -- or more broadly for the county -- for the
11 valley rather, that we are much in the same boat, same
12 kind of experience. And the -- you know, the hope is that
13 the developers will be able to find a way through
14 additional funding should REAP be renewed and restored
15 that that, you know, provide a continuity of funding down
16 a path that will allow them to -- for affordable housing
17 to pencil out better, but we have not seen that either at
18 this point.

19 CTC CHAIR FALCON: Thank you.

20 Board Member Dawson.

21 CARB BOARD MEMBER LOCK DAWSON: Hi. Yes. Thank
22 you. I love all this. It's my jam as a Mayor. You're
23 speaking my language. Thank you. All of you did fabulous
24 presentations. I want to talk -- we've been talking about
25 housing as a climate solution, but I will make the

1 argument for my region, Assemblymember Jackson is gone,
2 but job creation as a climate solution for my area, right?
3 I mean, we've got -- you know, in Riverside we've done
4 adaptive reuse. We've done are ADU pre-planning. We have
5 self-certification. We have a housing trust. We have
6 P3s. We've rezoned. You know, we've got -- we're making
7 public transportation an easy option by -- you know, we've
8 got complete streets, all of this -- all sorts of stuff.

9 But it's all for not, if people are driving out
10 of my city. And even if they are taking public
11 transportation, they're still not being members of their
12 community, which is I think very, very important, in terms
13 of community. And having seen the very sobering SCAG
14 stats this morning on our population decline, our
15 population aging, and employment reduction in our region.
16 It's actually negative, if you don't include health care,
17 I think, and what was the other one? I think services or
18 hospitality or something.

19 So this is really -- this is an existential
20 crisis for our state, right. And I do think it's
21 something I've made a huge priority for my administration
22 is economic development and job creation. So, I don't --
23 this isn't a question. It's a -- it's just opining. I
24 apologize, but it's just -- I just think we really need to
25 be giving it some thought. We're always behind the eight

1 ball, but with your demographics and our region's
2 predictions, I think we are going to be in dire straits
3 here at some point.

4 So thank you. Thank you, Chair.

5 CTC CHAIR FALCON: Thank you for the comment.
6 And actually, it's a comment that folks in our Commission
7 have opined and have asked questions many times. And so,
8 you know, we're very aware of that and it is something
9 that, you know we have been really, really contemplating.
10 And so, and --

11 CARB BOARD MEMBER LOCK DAWSON: And Commissioner
12 Brown-Hinds gives me an amen, I think.

13 CTC CHAIR FALCON: Yeah. There you go. There it
14 is. Does anybody from the regions want to respond to the
15 comment?

16 Yes.

17 HEATHER ADAMSON: I actually from -- Heather from
18 AMBAG region. We have more homes than jobs. We need more
19 jobs and we need more higher paying jobs. As Commissioner
20 Tiffany mentioned, a lot of people in San Benito County
21 commute to Silicon Valley, which is just north of us. A
22 lot of people in Santa Cruz and Monterey County do as
23 well. So, while we have a focus on building housing, and
24 that was my focus on the presentation today, in our SCS,
25 we have a number of economic development strategies to

1 work with our partners, such as the San Benito Business
2 Council, Monterey Bay Economic Partnership to help create
3 workforce development and get those higher paying jobs
4 within the region. And we've had some successes, Joby
5 Aviation and some others in our region.

6 But unfortunately, when we already have a
7 predominant ag base and tourism base industry, it's really
8 hard. And we do have some infrastructure issues in terms
9 of just getting high speed internet to some of more remote
10 areas, where we want to maybe have industry build, but
11 they don't have WiFi, and so, you know, things like that
12 that we are still working on. And so that is definitely a
13 huge concern for us as well.

14 CTC CHAIR FALCON: Anyone else from the dais?

15 Yes, Board Member Shaheen.

16 CARB BOARD MEMBER SHAHEEN: Thanks so much. And
17 kudos to the panelists. I really enjoyed the
18 presentations. They're truly inspiring. I love the VMT
19 maps. Guys bring them on. Very, very good.

20 And one of the things I noted, because I'm always
21 looking for common themes, right, when people are
22 presenting, is, I think, everyone may have mentioned the
23 Regional Early Action Planning grants, or REAP. So
24 funding is obviously a really critical item here, and
25 that's why I mentioned the role of incentives aligned with

1 most effective or cost effective actions, right, that have
2 to balance climate targets, equity, and efficiency and
3 accessibility.

4 But I'm going to selfishly ask you guys a
5 question, and that's about the Sustainable Communities
6 Task Force. And so I know I sit on this task force with
7 many of you. Executive Director Taylor mentioned it, as
8 well as Undersecretary Hacker at the start of this meeting
9 today. And I'm now co-chairing this task force with
10 Commissioner Eager. So this selfish question is just, you
11 know, as the task force has been stood up to really help
12 close the gap between SCS planning, which I know there's
13 frustrations around, and getting on-the-ground
14 implementation, I'm really curious where you think the
15 task force can add the most value, as Commissioner Eager
16 and I are looking at, you know, how to reshape or, you
17 know, reformulate how we're going forward.

18 And so if you don't have all the thoughts today,
19 please feel free to reach out to both of us, because we're
20 really eager to make this task force help close that gap.
21 So love to hear thoughts.

22 JAMES CORLESS: I'll kick it off. I think --
23 well, I think you've obviously heard a lot here I think
24 this afternoon that would, I would imagine, be all of our
25 recommendations in some ways. So first of all, you know,

1 depending on the audience, which I think is always an
2 important one, who do we want to have read this thing? I
3 could imagine, you know, the Legislature next year, the
4 next administration. I just think simple education on SB
5 375 and Sustainable Communities Strategies, what are they,
6 why are they important, and what have they accomplished,
7 right? I know it sounds really simple, but I do think we
8 have a real education challenge in front of us.

9 And then I -- from my own perspective, from
10 SACOG, I think we would say, you know, how can the State
11 help us and partner with us truly to implement these
12 plans, right? How do we make it easier to do the right
13 thing? And I think -- because I think that is really,
14 really fertile ground and I think there's a lot that we
15 have learned. Again, we've given you some good news
16 today, but there's some real challenges and part of those
17 are on us too, right, because it's a partnership. But I
18 really think there's a lot on implementation that we can
19 get better.

20 ROBERT PHIPPS: And kind of -- Robert Phipps with
21 Fresno COG. Kind of piggybacking on that, you know, it's
22 very important, I think, to understand the distinction
23 between REAP 1 and REAP 2. You heard, you know, those
24 terms today. And, you know, REAP 1 in terms of the
25 planning, that was -- that was fantastic and it did

1 literally in the San Joaquin Valley, it saved us with
2 regard to RHNA and developing, you know, all of the
3 housing plans that we -- that we had to have, but -- when
4 it came to the Housing Elements. But when it comes time
5 for implementation, we have REAP 2. And that was also a
6 Godsend in, you know, the same breath. I mean, we could
7 use more of that funding as well.

8 There are certain regions of the state that
9 probably have the ability to go beyond just, you know,
10 surviving the RHNA process with something other than REAP
11 1 funds for the valley for some of the poorer areas in the
12 state, it was really a necessity. But REAP 2 benefits all
13 of us across the Board. And it benefits -- it -- you
14 know, it is -- it is a huge path toward equity in terms of
15 affordable housing development, because it is -- you know,
16 the strings are fewer on that in terms of implementation.
17 We can use it to build housing. And that is a major
18 distinction that I would like to impress upon all of us
19 and how useful that can be, you know, although again
20 hoping to not have to rely on that fundamentally to be
21 able to use that to build synergy with the private sector,
22 and to move the process along faster.

23 Thank you.

24 DAVE VAUTIN: One just additional lens to add
25 here, you know, if the Task force moves forward. You

1 know, a lot of the focus of the State over the -- in the
2 20th century was building big capital projects, right?
3 And I think one of the things that brings all our plans
4 together is that capital projects don't move the needle as
5 much as they maybe used to, especially for these goals. A
6 lot of the areas that move the needle the most are through
7 policies. And policy changes, things like pricing, things
8 like land use, require strong partnerships -- really
9 strong partnerships, because they often have major
10 political hurdles, right?

11 And so, I think, you know, as the Task Force
12 moves forward, thinking about implementation of those big
13 moves that maybe don't cost billions. They still cost,
14 you know, millions, but they require those partnerships.
15 It could be a really important area of focus.

16 ANTOINETTE MEIER: I'll just add one more thing.
17 So you saw today all of the incredible things that we've
18 accomplished, because of SB 375. So SB 375 has been
19 wonderful, but we are spending far too much time and
20 resources on planning and technical exercises. When a
21 long range plan costs \$42 million, which was the cost of
22 our last plan, that's a problem. We could implement a lot
23 of great projects with those resources. So I think if we
24 can, with the State, learn how to partner better, to not
25 focus so much on the exact amount we're reducing VMT and

1 GHG, look at the bigger picture, all of the great things
2 that our plans accomplish, and start implementing
3 projects, that would be a huge win.

4 CTC CHAIR FALCON: Okay. Thank you. Thank you
5 to all the presenters. And we heard a common theme here
6 "Partnerships", a need from more funding, and really
7 looking at things holistically and how each of us in our
8 individual agencies and entities are working through
9 these -- through these strategies and trying to achieve a
10 common goal here. And so, we appreciate hearing from each
11 of the regions on the challenges, as well as the
12 opportunities, as it relates to sustainable -- achieving
13 more sustainable communities and serving our residents and
14 population.

15 And so, with that, thank you. I am going to give
16 us the gift of time and adjourn before 5 o'clock. And I
17 just want to again thank all of us for being here for
18 staff organizing -- oh, my goodness, we do have one
19 more -- all right. I got a little bit ahead of time.

20 CTC EXECUTIVE DIRECTOR TAYLOR: We'll be done
21 before 5. I can get you out of here.

22 (Laughter).

23 CTC CHAIR FALCON: Well, my friend to the left of
24 me really wants to speak and is keeping you from your 5
25 o'clock adjournment, so I am going to turn it over to

1 Executive Director Taylor.

2 CTC EXECUTIVE DIRECTOR TAYLOR: Well, I accept
3 the challenge. I have never been accused of being
4 verbose.

5 So, thank you, Chair Falcon. As we near the end
6 of today's meeting, I would like to extend my sincere
7 appreciation to the presenters, to the attendees, to our
8 interagency team who coordinated today's meeting and to
9 MTC for graciously hosting us. We gain so much from
10 breaking down silos and building relationships across our
11 agencies and sectors.

12 Reflecting on the discussions we heard today, on
13 the dais and in public comment, I would like to ask our
14 interagency staff team to coordinate on the following
15 action items. The first, we work together with LCI on
16 their draft VMT mitigation bank guidelines in alignment
17 with our agency's missions, inclusive of equity and invite
18 LCI and HCD back to participate in a future joint meeting
19 to provide an update on the implementation of the VMT
20 Mitigation Bank Program.

21 The second, we collaborate on refinements to
22 CARB's infill metrics and explore potential applications,
23 and policies, and programs.

24 The third, continue the development of strategies
25 across our agencies that support implementation of

1 regional Sustainable Communities Strategies.

2 And the fourth, and last, and we will have
3 several minutes for public comment, that we work together
4 with CARB on their target update alternative evaluation
5 development and SB 150 report processes.

6 And with that, I'll turn it back to you, Chair
7 Falcon.

8 CTC CHAIR FALCON: Thank you very much, Executive
9 Director Taylor. And that was worth a couple more
10 minutes, so thank you. Getting to the substance to the
11 next steps, really, really important, because we want
12 continuity in these conversations. And so with that,
13 thank you very much everyone, and is there any public
14 comment? Okay. Is there any public comment to end the
15 day?

16 CTC ASSISTANT CLERK HALL: There is not any
17 public comment.

18 CTC CHAIR FALCON: Okay. All right.

19 (Laughter).

20 CTC CHAIR FALCON: All right.

21 BOARD MEMBER LOCK DAWSON: Great job, Chair.
22 Thank you.

23 CTC CHAIR FALCON: Thank you very much. And
24 again thank you to staff for organizing this. This is --
25 it looks easy, but it is -- it is a challenge to put these

1 things together.

2 And so with that, we are adjourned. Please, say
3 travels home, everyone. Thank you.

4 (Thereupon the California Air Resources
5 Board, California Transportation Commission, and
6 California Department of Housing and Community
7 Development meeting adjourned at 4:57 p.m.)

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