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CALIFORNIA ENERGY COMMISSION  
IEPR LEAD COMMISSIONER WORKSHOP

In the Matter of:	)	Docket No. 18-IEPR-08
	)	
	)	
	)	JOINT AGENCY WORKSHOP
	)	
	)	
<i>SB 350 Equity Milestones and</i>	)	
<i>Implementation Progress</i>	)	
_____	)	

JOINT AGENCY WORKSHOP ON SB 350 EQUITY MILESTONES AND  
IMPLEMENTATION PROGRESS

CALIFORNIA ENERGY COMMISSION  
 THE WARREN-ALQUIST STATE ENERGY BUILDING  
 ART ROSENFELD HEARING ROOM - FIRST FLOOR  
 1516 NINTH STREET  
 SACRAMENTO, CALIFORNIA 95814

WEDNESDAY, AUGUST 29, 2018

9:30 A.M.

Reported By:  
Julie Link

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## 1 P R O C E E D I N G S

2 AUGUST 29, 2018 9:30 a.m.

3 MS. RAITT: Good morning. We'll go ahead and get  
4 started on today's Joint Agency IEPR workshop on SB 350  
5 Equity Milestones and Implementation Progress.6 I'm Heather Raitt, the program manager for the  
7 IEPR. I'll just go over quickly a few housekeeping items.8 If there's an emergency, please follow staff to  
9 Roosevelt Park, which is across the street diagonal to the  
10 building.11 And please be aware that we are broadcasting  
12 today's workshop through our WebEx conferencing system.  
13 And so it's being recorded, and we'll also have a written  
14 transcript of the meeting.15 We do have a very full agenda, so I'd like to  
16 remind our speakers to please stay within your allotted  
17 time. We do have a number of opportunities for public  
18 comment today. So at the conclusion of each panel, if you  
19 have filled out a blue card and wanted to give comments,  
20 you can go ahead and give the blue card to our public  
21 adviser and -- there she is in the back of the room.22 And then for the folks in the room, you can go to  
23 the center podium and make comments. And please give the  
24 court reporter a business card if you have one and identify  
25 yourself.



1           And then for those on WebEx, use the hand raise  
2 feature. We will go ahead and open your line after we hear  
3 from folks in the room.

4           And finally, we'll open the phone lines for the  
5 phone-in-only participants.

6           And we'll be limiting comments to three minutes  
7 per person.

8           Materials for this meeting are all at the  
9 entrance to the hearing room and posted on our website.  
10 And written comments are welcome, and they're due September  
11 12th.

12           With that, I'll turn it over to the commissioners  
13 for opening remarks. Thanks.

14           COMMISSIONER SCOTT: Well, good morning and  
15 welcome everyone. This is Commissioner Janea Scott from  
16 the California Energy Commission. I'm just delighted to be  
17 here today and have all of our friends and colleagues here  
18 at the dais and out sitting in the audience with us.

19           As you all know, a few years ago the legislature,  
20 through Senate Bill 350, directed the Energy Commission to  
21 study the barriers to low-income communities being part of  
22 energy efficiency and renewable energy and also asked the  
23 Air Resources Board to study the barriers for low-income  
24 communities being involved in the clean transportation  
25 revolution.

1           And our agencies put those studies together. In  
2 the Energy Commission's report, we identified several  
3 barriers but also put in place 12 different recommendations  
4 for solutions to overcoming those barriers.

5           And so I'm really excited today. We've made some  
6 great progress, I think, on implementing those 12  
7 recommendations. That's what we will hear about some more  
8 today as well as the progress that Air Resources Board has  
9 made in implementing their six recommendations.

10           And it's a really incredibly important topic, to  
11 make sure that low-income communities across California are  
12 part of the clean energy revolution that's underway here in  
13 California.

14           And I really appreciate the great collaboration  
15 amongst everyone, the Governor's Office, the Air Resources  
16 Board, the Public Utilities Commission, our Energy  
17 Commission team, and all of the other agencies that are  
18 working together with us to represent that. So I welcome  
19 all of our colleagues and friends here at the dais with us.

20           And I'm very much looking forward to the  
21 discussions today, so I will turn it to others to make some  
22 opening remarks. We can go in the order on the chart here  
23 or just feel free to jump in.

24           CHAIR WEISENMILLER: Again, I think it's an  
25 important meeting. I thank everyone for being here. And

1 we would like to just start sooner. So go ahead.

2 MS. REYNOLDS: Good morning, everyone. I'm Alice  
3 Reynolds from the Governor's Office. And I just wanted to  
4 recognize all the hard work of the agencies who have really  
5 been working collectively to put this workshop together.

6 Although ARB and the Energy Commission started  
7 with a pen on the Barrier Studies, the implementation work  
8 has really been a collaborative effort across all the  
9 agencies, because of course we're not looking at equity and  
10 justice as a standalone program but as permeating  
11 throughout all of our programs across the state.

12 And so I think that that is really reflected in  
13 what you're going to be hearing today, and I look forward  
14 to the day. Thanks a lot.

15 MR. COREY: And I'll be brief as well but really  
16 appreciate the progress that has been made. A lot of  
17 progress but a lot more to do in front of us. And the  
18 principles in terms of the opportunities really challenge  
19 us to more effectively address barriers.

20 To me, 350 is embedded in 617 incentive programs  
21 with many opportunities as we move forward in  
22 collaboration. And to me what was underscored and I think  
23 is going to even more so going forward is the collaboration  
24 amongst our sister agencies and others in community  
25 engagement. That is like at the core of this effort to

1 effectively implement these programs, is the outreach and  
2 getting -- continuing to learn from what is working, what  
3 isn't and how we can more effectively engage and partner  
4 with communities and the environmental justice community.

5 We're really excited about it. We're excited  
6 about this program and the discussions that will play  
7 itself out today.

8 So thank you.

9 MR. EARLY: Hello everyone. My name is Bryan  
10 Early. I work for Commissioner Andrew McAllister, who was  
11 hoping to be here but had to stay home due to a sick kid  
12 but wanted to make sure that I was up here.

13 This is an issue that is near and dear to his  
14 heart. He knows that equity, as we transition to  
15 decarbonize our economy, has to be not just a component but  
16 a core feature of everything that we do.

17 So looking forward to the discussion today.

18 COMMISSIONER HOCHSCHILD: Good morning, everyone.  
19 David Hochschild with the Energy Commission. I'm a lead on  
20 the IEPR this year.

21 And as the Governor has noted many times, the two  
22 big challenges we face today are climate change and  
23 inequality, and we have to address both at the same time.

24 And everything we do here is a template for other  
25 states and other nations. And as we approach the Climate

1 Summit, I think it's even more important to demonstrate  
2 that we can do this successfully.

3 And I just wanted to thank both the Chair for his  
4 constant leadership on this issue and Commissioner Scott  
5 for being a lead for us here at the Energy Commission on  
6 this. Thanks.

7 COMMISSIONER GUZMAN-ACEVES: Good morning,  
8 everybody. Commissioner Guzman-Aceves with the Public  
9 Utilities Commission, and I'm looking forward to the  
10 dialog.

11 MS. DOUGLAS: Good morning, everybody. Karen  
12 Douglas with the California Energy Commission. I think you  
13 can see, both from the very full room and the very full  
14 dais, this is a topic that we've got a lot of interest in  
15 and focus on and we really are excited to -- extremely  
16 excited to hear from the panelists and the public today.

17 COMMISSIONER RECHTSCHAFFEN: Cliff Rechtschaffen  
18 with the Public Utilities Commission.

19 SB 350 was landmark legislation when we passed it  
20 for many reasons. Now, of course, we have new landmark  
21 legislation because that was two years ago and we can't  
22 stop and rest on our laurels every two years.

23 But one of the key parts of SB 350 was it did  
24 force us to focus on disadvantaged communities in a way  
25 that we hadn't before and also forced us to collaborate

1 among the agencies in a way that we hadn't before.

2           And you'll hear today about what we've done. And  
3 it's a pretty good story, but for those of you who won't  
4 stay until the very end, I think we're going to show you  
5 that each of the agencies has done quite a bit. But we're  
6 really going to focus also on what we haven't done, and I  
7 think we're going to be producing documents that show our  
8 progress in various areas, so we can't rest on our laurels.

9           We've done a lot of collaboration. We've done a  
10 terrific job of identifying the barriers, and now we're  
11 slowly working to try to address things through various  
12 programs. So it's a good story, but there's a lot more to  
13 be done now and in the future.

14           MS. RAITT: Great. Thank you.

15           So we'll open with an overview presentation from  
16 the staff of the Energy Commission, the Air Resources  
17 Board, and the CPUC, starting with Rhetta DeMesa from the  
18 Energy Commission.

19           MS. DeMESA: All right. Good morning and thank  
20 you all for being here today. My name is Rhetta DeMesa,  
21 and I'm an adviser to Commissioner Scott here at the Energy  
22 Commission. As was mentioned, Commissioner Scott is our  
23 lead commissioner overseeing implementation of the Barriers  
24 Study.

25           My colleagues Tabetha Willmon from the Air

1 Resources Board and Alice Glasner from the Public Utilities  
2 Commission will be joining me in just a moment to help go  
3 over the overview panel and set the stage for today's  
4 workshop.

5 Just briefly, the goals for today's workshop are  
6 to provide an update to the implementation progress for the  
7 recommendations in the Energy Commission's Barriers Study  
8 and CARB's Final Guidance Document as well as to discuss  
9 the path forward.

10 Just quickly by way of background, Senate Bill  
11 350 places a priority on ensuring low-income customers,  
12 including those in disadvantaged communities, are able to  
13 participate in the benefits provided by clean energy and  
14 clean transportation.

15 The legislature directed the Energy Commission  
16 and CARB to identify the barriers to accessing energy  
17 efficiency, renewable energy, and clean transportation  
18 opportunities and to develop recommendations on how to  
19 address those barriers.

20 Our mutual goal really is to increase the  
21 awareness and understanding of key challenges to increasing  
22 access for low-income -- sorry, to allow for low-income and  
23 disadvantaged communities to have increased access over  
24 time.

25 In December of 2016, the Energy Commission

1 approved the Barriers Study Part A, which identifies 12  
2 recommendations to address increasing access to energy  
3 efficiency and renewable energy. And in February of 2018,  
4 CARB released the Final Guidance Document which identifies  
5 six priority recommendations and key supporting actions to  
6 address the barriers to clean transportation.

7           Given that many of the recommendations in both  
8 reports cut across multiple agencies, the first  
9 recommendation we wanted to implement was establishing a  
10 task force to facilitate coordination among the various  
11 agencies.

12           So in May of 2017, the Governor's Office  
13 established an inter-agency task force that's comprised of  
14 over 15 state agencies implementing energy and  
15 transportation programs in addition to disciplines such as  
16 housing, public health, workforce development and water,  
17 just to name a few.

18           The task force meets regularly to ensure that  
19 there's ongoing coordination and alignment across the  
20 agencies as recommendations are being implemented.

21           We also continue to coordinate with local and  
22 regional entities and low-income residents to ensure that  
23 we can maximize benefits from our implementation efforts  
24 and more directly benefit the most disadvantaged  
25 communities across the state.



1           The task force collectively worked to identify  
2 priority recommendations with a focus on those that would  
3 most directly address barriers to access, maximize benefits  
4 to low-income residents and that could be implemented over  
5 a two-year period.

6           The Energy Commission and CARB have also worked  
7 very closely in the last three years to align our equity  
8 goals and implementation strategies where appropriate.

9           The workshop today is focused primarily on the  
10 progress that has been made around the priority  
11 recommendations, but we also want to acknowledge that the  
12 agencies have also been making progress on many of the  
13 other recommendations as well.

14           So with that, we're going to go ahead and jump  
15 into the progress on the Energy Commission's priority  
16 recommendations, which we are going to be discussing in  
17 more detail throughout the various panels of the day.

18           I also want to note that there's a handout on the  
19 table with a table that runs through each of the  
20 recommendations and provides the current status in a little  
21 bit more detail. It's actually on the back table and then  
22 tucked behind the agendas in the binders for those on the  
23 dais.

24           Starting with recommendation 1D, this was for the  
25 Energy Commission to develop an action plan for improving

1 opportunities for energy efficiency, renewable energy,  
2 demand response, energy storage, and electric vehicle  
3 infrastructure for multifamily housing.

4 In response to this recommendation, the Energy  
5 Commission, in coordination with five other agencies,  
6 developed the Clean Energy and Low-Income Multifamily  
7 Buildings Action Plan or CLIMB Action Plan as we call it.

8 The action plan identifies early actions to  
9 improve existing programs in the multifamily sector and  
10 lays the foundation to develop long-term solutions.

11 We'll hear more about the CLIMB Action Plan  
12 during Panel 2 later this morning.

13 Recommendation Number 2 is to look at community  
14 solar options for low-income customers and ensure the  
15 benefits are realized by those customers. The CPUC is the  
16 lead agency on this recommendation, and Alice Glasner will  
17 talk about it in a little bit more detail in a few moments.  
18 But in June 2018, the CPUC adopted the Community Solar  
19 Green Tariff Program.

20 Additionally, the Department of Community  
21 Services and Development has an open solicitation making \$5  
22 million available for community solar pilot projects that  
23 are designed specifically to benefit low-income residents.

24 Recommendation Number 3 looks for a strategy for  
25 ensuring the necessary workforce and education

1 opportunities are available to support a low-carbon  
2 economy.

3           The California Workforce Development Board is in  
4 the process of developing a state plan to address this.

5           Sarah White will likely touch on this a little  
6 bit later in the day. But the California Workforce  
7 Development Board hosted a series of consultation meetings  
8 with a variety of constituents to support the development  
9 of that report. They plan to have an executive summary of  
10 the report available during the Global Climate Summit next  
11 month.

12           Recommendation Number 5 required collaboration  
13 across agencies to make sure there are common metrics and  
14 indicators for the various Clean Energy and Transportation  
15 Programs.

16           In June of 2018, the Energy Commission released  
17 the 2018 tracking progress report for Energy Equity which  
18 is designed to help identify opportunities for clean energy  
19 investments and to track progress for improving access to  
20 clean energy technologies in low-income and disadvantaged  
21 communities over time.

22           An interactive web mapping tool was also  
23 developed. Pam Doughman, our staff lead here at the Energy  
24 Commission on that effort, will be giving a presentation on  
25 that later this afternoon, so you'll be hearing more on

1 that.

2           And then finally Recommendation Number 6. Again,  
3 this is another CPUC-led recommendation looking at  
4 increasing access to low-income and disadvantaged  
5 communities for renewable energy.

6           In June of this year, CPUC adopted the  
7 Disadvantaged Communities - Single-family Affordable Solar  
8 Homes Program and the Disadvantaged Communities - Green  
9 Tariff Program, which Alice will talk a little bit more  
10 about.

11           CSD also plans to release an RFP this fall that  
12 will make \$10 million available to support energy  
13 efficiency and solar for low-income farmworkers.

14           That covers the priority recommendations in the  
15 Energy Commission's Barriers Study. Now, I'm going to  
16 transition into the remaining recommendations.

17           So Recommendation 4, which calls for the  
18 development of energy upgrade financing pilots, CAEATFA was  
19 the lead agency on this recommendation, and they're  
20 implementing financing pilots for energy efficiency  
21 retrofits in IOU territories. That's where they're  
22 starting. They're hoping that should additional funding  
23 become available, they would be able to expand those  
24 broader and make them more statewide.

25           Recommendation 7 was to enhance energy-related

1 affordable housing tax credits. The California Tax Credit  
2 Allocation Committee, or TCAC, has integrated a point  
3 system into their credit programs which allows for  
4 additional points to projects that incorporate renewable  
5 energy and energy efficiency measures.

6 Recommendation 8 was to deploy regional one-stop-  
7 shop pilots to provide technical assistance, targeted out  
8 region funding services to low-income customers.

9 The Energy Commission and the Public Utilities  
10 Commission, including both Commissioners Scott and  
11 Rechtschaffen, have had a number of meetings to discuss  
12 possible pathways for the development of a one-stop-shop.  
13 But unfortunately, given the complexity in developing a  
14 comprehensive one-stop-shop, which is really what the  
15 recommendation was getting at, it was determined that  
16 additional funding resources -- additional resources need  
17 to be available.

18 So that's one we're still continuing to look at  
19 but not have made a lot of progress on, unfortunately.

20 Recommendation 9 calls for investigating the need  
21 for heightened consumer protection. There are a number of  
22 agencies that are taking action in this space.

23 The Public Utilities Commission will talk a  
24 little bit about some of their efforts, but I'd also like  
25 to add that the Contractors State Licensing Board has a

1 Solar Task Force which is working to identify ways to  
2 reduce the number of complaints they receive relating to  
3 predatory practices.

4 And then the Energy Commission has identified a  
5 number of actions in the CLIMB Action Plan relating to  
6 consumer protection as well.

7 Recommendation 10 calls for funding to be made  
8 available for better collaboration and coordination with  
9 CBOs. Again, this is another recommendation in which  
10 additional resources still need to be identified for  
11 further implementation.

12 Recommendation 11. This recommendation calls for  
13 R and D funding to include targeted benefits to low income  
14 customers in disadvantaged communities. This  
15 recommendation was actually codified with the passage of AB  
16 523 which directs 25 percent of EPIC's TD&D funding to go  
17 to disadvantaged communities. The EPIC team is currently  
18 on track to meet if not to exceed this target.

19 As of this month, just over 40 percent of their  
20 TD&D funds that were encumbered this year have gone to  
21 disadvantaged communities, so we're doing really well  
22 there.

23 And then finally Recommendation Number 12 calls  
24 for increasing contracting opportunities for small business  
25 in low-income and disadvantaged communities. Through the

1 2018-2019 budget GO-Biz received \$23 million to establish a  
2 program that will augment small business services such as  
3 one-stop -- such as one-on-one consulting and low cost  
4 training.

5 And with that, I'm going to go ahead and  
6 transition over to Tabettha.

7 MS. WILLMON: Good morning, everyone. My name is  
8 Tabettha Willmon. I am working in the Clean Transportation  
9 Outreach Section at the California Air Resources Board.  
10 I'm going to refer to it as CARB going forward.

11 Rhetta talked a little about the process that we  
12 took to identify the barriers for low-income residents, and  
13 CARB's focus was really looking at barriers to access and  
14 clean transportation and mobility options.

15 We heard from stakeholders that if we really want  
16 to understand the clean transportation and mobility issues,  
17 we need to be talking with low-income residents in rural,  
18 urban and tribal communities as well as with the various  
19 community-based organizations in those communities.

20 So in 2016, CARB participated in a number of  
21 community and public meetings. And through these events,  
22 we were able to engage directly with the residents and  
23 directly with community-based organizations to receive  
24 feedback on what they feel are their community-specific  
25 challenges.

1           We've also held a number of ongoing meetings with  
2 various state agencies who have programs and projects  
3 related to clean transportation and mobility options. And  
4 this result -- the result of this effort was that we were  
5 able to put together a number of recommendations, which we  
6 presented in our SB 350 Guidance Document that was released  
7 in February of this year.

8           The recommendations that are listed here are our  
9 key and priority recommendations. These were prioritized  
10 based on feedback from the community and community input as  
11 well as working with the task force and the various  
12 agencies on the Governor's Office task force.

13           The first four priority recommendations are going  
14 to be part of the Panel Discussion Number 1 that's going to  
15 be happening today. And we'll be talking -- during that  
16 time, they'll be talking about these in more depth. And as  
17 shown on the slide, it's important to note that these are  
18 ongoing efforts.

19           The first recommendation is to expand community  
20 needs assessments. This effort is being led by Caltrans in  
21 close collaboration with CARB, state transportation  
22 agencies and local and regional entities.

23           The goal of this effort is to better understand  
24 the specific unmet transportation needs within communities  
25 by prioritizing and expanding community needs assessment.



1 And this is one of the things that a lot of the folks on  
2 the dais mentioned, that community needs and basing  
3 programs on specific needs is really a core foundation and  
4 focus of SB 350.

5 This project is looking to ensure that the  
6 feedback that we get is incorporated into transportation  
7 and land use planning and investment programs. And this  
8 effort really is foundational to a number of the various  
9 recommendations that are in not only our report but the  
10 Energy Commission's report.

11 Priority Recommendation Number 2 is to increase  
12 education and awareness of clean transportation and  
13 mobility options by developing a targeted outreach plan, or  
14 what we are calling a roadmap. This effort is being led by  
15 CARB. We are working with a couple of different levels of  
16 working groups. We have a state agency level working group  
17 and we also have a stakeholder working group of community  
18 representatives.

19 And the goal of this effort is to develop  
20 outreach best practices as well as a roadmap of actions  
21 that we can take going forward that focus on how we can  
22 better collaborate as state agencies and local and regional  
23 entities, how we can produce outreach to low-income  
24 residents specifically for those who are in tribal  
25 communities or rural and urban communities, based on their

1 specific community needs, and this is where the tie comes  
2 back into the Recommendation Number 1.

3 We are looking to how we can streamline delivery  
4 of information to the various audience types in communities  
5 and how really we can improve the ability for low-income  
6 residents to apply for incentive programs. And so we are  
7 working on an early draft of this, and my colleague Violet  
8 Martin is going to be talking about this a little bit in  
9 the first panel.

10 The third recommendation is the development of a  
11 one-stop-shop to apply and qualify for low-carbon  
12 transportation equity projects. And this also includes a  
13 coordinated community-based outreach component. CARB is  
14 the lead entity on this project. We are working in close  
15 coordination with the Energy Commission, Public Utilities  
16 Commission, and Housing and Community Development.

17 This effort is being done using some of the  
18 Volkswagen settlement funds. Grid Alternatives is the  
19 grantee that's been selected to lead this effort. And the  
20 task at hand is to develop a single application for low-  
21 income residents and consumers to apply and qualify for the  
22 clean transportation programs.

23 The initial focus of this program is on clean  
24 transportation programs but I think the hope is really to  
25 expand this, to become much more. And it ties into the

1 Energy Commission's recommendation of making this a program  
2 where low-income residents have one place to go for all of  
3 the climate investment programs and all of the low-income  
4 incentive programs that they're eligible for.

5           So, you know, expanding it to apply to clean  
6 energy programs is one of the things we really want to  
7 focus on, moving forward.

8           We are, like I said, working really closely with  
9 the Energy Commission and the Public Utilities Commission  
10 as they have similar recommendations in this area.

11           The fourth recommendation is to develop grant and  
12 solicitation best practices based on lessons learned. For  
13 example, the low-carbon transportation and other related  
14 programs.

15           This effort is also being led by CARB, and it is  
16 to again, look at the lessons learned and identify best  
17 practices or recommendations and improvements that we can  
18 build into the grant and solicitation competitive process  
19 so that low-income residents have better opportunity for  
20 participating in these types of programs.

21           We are coordinating very closely with the  
22 Strategic Growth Council related to their technical  
23 assistance program that they are overseeing, so there is a  
24 lot of sister agency coordination that's happening with all  
25 of these programs.

1           Recommendations 5 and 6 are going to be talked  
2 about a little bit more in detail in Panel 3 today.

3           Recommendation Number 5 is to expand access to good  
4 quality jobs, training, and other economic opportunities in  
5 order to maximize the benefits coming from these  
6 investments. This is being led by the California Workforce  
7 Development Board, and they are working very closely with a  
8 lot of -- the various state agencies who are overseeing the  
9 investment programs.

10           We want to ensure that the investments are made  
11 to support access to good quality jobs and workforce  
12 training opportunities. This includes expanded vocational  
13 training, pre-apprentice and apprenticeship programs, and  
14 it really closely aligns with the effort of California  
15 Climate Investments to track job opportunities and job  
16 development.

17           And Sarah is going to be talking more about this  
18 in Panel 3 today.

19           Recommendation Number 6 has to do with expanding  
20 funding and financial opportunities for clean  
21 transportation and mobility projects.

22           Of course, there are many efforts underway. In  
23 support of this recommendation, we are continuing to work  
24 through the task force and identifying potential funding  
25 opportunities and where there may be opportunities to

1 leverage other funds to be working together.

2           Some additional efforts that we included up on  
3 this slide are -- an additional effort is the development  
4 of metrics to measure progress in addressing barriers to  
5 clean transportation and mobility options. And this is  
6 going to be talked about a little bit more in Panel 4.

7           CARB is working to develop metrics to be able to  
8 measure and track progress to clean transportation and  
9 mobility access for low-income residents and disadvantaged  
10 communities over time. We will be developing these in  
11 close collaboration with the Energy Commission and we are  
12 hoping to be able to complement the energy equity framework  
13 and indicators project that they've been working on, so  
14 we've been working closely with them on developing a  
15 mechanism to work together and go forward.

16           I think another important piece to note -- it's  
17 not up on the slide but -- is that to increase access and  
18 pursue all of our equity goals, we acknowledge that there  
19 is a lot of cross-pollination going on -- and Richard  
20 touched on this in his opening remarks - that there's a lot  
21 of cross-pollination in many of the efforts across various  
22 agencies.

23           In particular, within CARB, the California  
24 Climate Investments, the Zero-Emission Vehicle Action Plan,  
25 our AB 32 scoping plan, our Air Quality Improvement

1 program, AB 617 where we're focusing on community air  
2 protection, SB 375 where we're looking at developing  
3 sustainable community strategies.

4           There -- I could probably go on and on. I won't.  
5 But as you can see, there are a lot of cross-efforts and a  
6 lot of coordination and collaboration that we are working  
7 together on and making sure that we have a united effort  
8 that's leveraging each other's efforts.

9           So in addition to the priority recommendations,  
10 we also wanted to highlight a few critical efforts that are  
11 ongoing in support of the SB 350 goals as well as  
12 additional recommendations included in the Guidance  
13 Document where we've made progress.

14           The first is light-duty vehicle ownership  
15 projects. The legislature provided funds with the low  
16 carbon transportation investment fund to continue our clean  
17 vehicle ownership programs. And some of the example of  
18 these programs are our Clean Cars for All; our finance  
19 assistance program, which is targeted for low-income and  
20 moderate residents; and also the California Vehicle Rebate  
21 project, of which there was a specific allocation for low  
22 income residents.

23           The second is our Zero-Emission Vehicle and  
24 supporting infrastructure. This is aligning with the  
25 Energy Commission recommendation. CARB has allocated funds

1 towards vehicle infrastructure, including multifamily or  
2 family dwellings. And in addition, both our Clean Cars for  
3 All and our finance assistance programs offer funding to  
4 infrastructure for those purchasing battery electric  
5 vehicles so they are able to charge their vehicles.

6 The third is our heavy-duty vehicle  
7 infrastructure program. CARB has allocated low-carbon  
8 transportation investment as well as Volkswagen settlement  
9 funds to support zero-emission vehicles in public  
10 transportation and school bus fleets.

11 And an example of this is the rural school pilot  
12 project where over \$40 million has been allocated to  
13 purchase of zero-emission vehicle school busses.

14 The transformative clean transportation and  
15 mobility projects, this also will be touched on in Panel 1.  
16 This aligns with a number of the Energy Commission  
17 programs. And I want to note that there are multiple low-  
18 carbon transportation projects underway this next fiscal  
19 year.

20 The Green Mobility in Schools pilot project is  
21 one example. It funds zero-emission vehicles, charging  
22 equipment, clean mobility options for kindergarten through  
23 12th grade schools and school districts that are within  
24 disadvantaged communities.

25 And the last item is "Understanding Community

1 Impacts." This effort builds on CARB's Priority  
2 Recommendation Number 1 for community needs assessment and  
3 really our broader climate investment programs.

4 We're working to maximize other economic,  
5 environmental and public health benefits beyond those of  
6 just achieving greenhouse gas emissions. We want to focus  
7 on including lessening the burdens of climate change and of  
8 local air toxics programs. For example, displacement is  
9 one of the areas that we are really truly trying to focus  
10 beyond just greenhouse gas emission reductions.

11 So one of the key messages that I want to convey  
12 today is that this is all an ongoing effort and one we  
13 absolutely plan to move full steam ahead with.

14 So with that, I will turn it over to Alice.

15 MS. GLASNER: Good morning, everyone. Alice  
16 Glasner from the Public Utilities Commission. I'm going to  
17 give a brief overview of CPUC developments with respect to  
18 Barriers Study recommendations.

19 First, Barriers Study -- Barriers Recommendations  
20 1 and 1(d). The task force initiated a new venue for  
21 coordinating efforts for low-income energy programs. As  
22 you'll hear today later, coordination activities included  
23 agency contributions to the Multifamily Building Action  
24 Plan or CLIMB, as it's now known.

25 CPUC supported its development by including



1 information on low-income weatherization and energy  
2 efficiency programs, information on multifamily building  
3 efforts including the common area measures, prioritizing  
4 stakeholder involvement in working groups, and our efforts  
5 to include multifamily building residents in electric  
6 vehicle charging programs.

7           At the CPUC, we have new solar programs for low-  
8 income residents. The first one is the Solar On  
9 Multifamily Affordable Housing or SOMAH. This program has  
10 been launched and will have about \$90 million per year in  
11 incentives with the goal of installing 4,000 systems  
12 through 2026.

13           The next three programs were approved in June and  
14 focus on disadvantaged communities. The DAC-SASH is a  
15 rooftop solar program where incentives will be available  
16 for single-family homes in disadvantaged communities.

17           The DAC-Green Tariff is a program where customers  
18 may opt for utility solar located in a disadvantaged  
19 community in the same IOU territory and customers will  
20 receive a 20 percent discount on their bills.

21           The Community Solar Green Tariff will fund  
22 locally sponsored community solar projects in disadvantaged  
23 communities with at least 50 percent of generation capacity  
24 for low-income residents in disadvantaged communities.

25           These follow in the footsteps of existing low-income

1 programs such as the Multifamily Rooftop Solar Program,  
2 MASH, which will be sun setting, the SASH single-family  
3 low-income solar program, and the Solar Water Heating  
4 Program. And those two programs will continue.

5 Barriers Recommendation Number 9, Consumer  
6 Protection in the Clean Energy Economy.

7 First, with the Contractors State License Board  
8 and the Department of Business Oversight, we are working to  
9 put in place consumer protections for customers who wish to  
10 participate in solar programs and to provide resources for  
11 existing customers with solar.

12 Next, the CPUC is developing procedures to  
13 provide more protections for customers from core transport  
14 agent companies that may market natural gas services to  
15 customers without clear business disclosures. And these  
16 are very important in low-income and disadvantaged  
17 communities.

18 Finally, I'll leave you with a short list of CPUC  
19 responsibilities with respect to SB 350 and disadvantaged  
20 communities. These are to increase renewable electricity  
21 procurement to 50 percent by 2030 in order to decrease GHGs  
22 and pollutants, to implement customer energy programs to  
23 increase energy savings, affordability and to reduce  
24 pollutants, to consider potential economic and  
25 environmental benefits for communities burdened by adverse

1 socioeconomic conditions and pollutants and clean energy  
2 program design and implementation, and to create a  
3 Disadvantaged Communities Advisory Group with the CEC to  
4 provide expert guidance.

5           And we've already had two meetings of that  
6 advisory group.

7           And those will end my comments. And thank you  
8 very much.

9           MS. DeMESA: So this slide provides links to the  
10 CARB and Energy Commission Barriers Report for your ease of  
11 reference. And this is -- also this presentation is posted  
12 on the web for you to access.

13           Just to do a little bit of panel framing before  
14 we begin our first panel, I wanted to mention that today's  
15 workshop is designed to not only highlight our progress to  
16 date on many of the recommendations that we've just  
17 outlined, but we also want to show you how we are seeing  
18 these interrelated projects being implemented across the  
19 state and share some of the benefits with you that we're  
20 seeing play out for low-income residents and others across  
21 California.

22           A few things to keep in mind today, as we have a  
23 lot to cover in a really short time frame, we'll do our  
24 best to stay on schedule -- and I think we're doing pretty  
25 good so far. The dais will also provide the same reminder

1 as needed if we start to get behind. So thank you.

2 We have broken the discussion into four panels  
3 today based on our priority recommendations. And we talked  
4 a little bit about some of those and which panels they  
5 would be discussed in.

6 They'll build on one another and we've also built  
7 in opportunity for public comment within each of those  
8 panel discussions.

9 Each of the discussions is centered on clear  
10 tangible examples of work that's being done at the  
11 community level to meet our SB 350 air quality climate and  
12 equity goals.

13 And so we look forward to sharing our progress  
14 and also hearing from you today. Thank you.

15 MS. RAITT: So I'd like to go ahead and ask our  
16 panelists for the first panel to come up to the front  
17 tables, please. We have places for you. And our  
18 moderator.

19 The moderator is Veronica Eady from the  
20 California Air Resources Board. And the case example is  
21 from Matt -- I'm sorry, I'm going to not pronounce your  
22 name correctly -- from the California League of  
23 Conservation Voters.

24 So with that, want to go ahead?

25 MS. EADY: Thank you. Hi. I'm Veronica Eady.

1 Good morning.

2 UNIDENTIFIED SPEAKER: Just a question. Are we  
3 expecting one more panelist from the Joint Committee on  
4 Climate Change Policies?

5 MS. RAITT: Not that I know of.

6 MS. EADY: Okay. We're running a little bit  
7 early, but we are expecting one more panelist, Katie  
8 Valenzuela-Garcia, whom many of us know. She's staff to  
9 Assembly member Eduardo Garcia and to the Joint Legislative  
10 Committee on Climate Change Policies.

11 But we will get started and maybe allow Katie to  
12 go last.

13 I'm real excited to be here today. SB 350 is a  
14 very important piece of legislation and I think that it is  
15 setting models for other work within our agencies, as  
16 you'll see throughout the day.

17 What this first panel is going to address is  
18 community meetings and community outreach. Inclusion and  
19 community partnership are key to the implementation of SB  
20 350 as well as many pieces of legislation we're working on  
21 within our agency. We have lots to learn from local  
22 residents and -- to build effective community outreach.

23 So this discussion, the first panel discussion,  
24 is foundational to all SB 350 works, so it makes sense that  
25 we're going first.

1           We're going to attempt to better understand  
2 community needs over time and refine methods of engagement  
3 and outreach and partnership building. And the panelists  
4 we have today will share with us best practices around  
5 these themes as well as trust and mutual understanding.

6           We have built three years of state, local and  
7 regional community partnerships and they're strengthened by  
8 the many related efforts going on under SB 350.

9           So you heard Tabetha lay out the themes that  
10 we're going to discuss in this panel, the first four or  
11 five of the CARB recommendations and the CEC  
12 recommendations.

13           So I'm going to begin by introducing each  
14 panelist, and I'll allow them to give us a sentence or two  
15 about their background.

16           After we have the panelists -- if Katie  
17 arrives -- then we'll have a case study by Matt Aubularach-  
18 Macias from the League of Conservation Voters. But I will  
19 start us off this morning with James Becker from the  
20 Richmond Community Foundation.

21           So thank you, James.

22           MR. BECKER: Well, thank you very much. It's a  
23 pleasure to be here and a pleasure to talk about community  
24 engagement with you.

25           I am the president and CEO of the Richmond

1 Community Foundation located in Richmond, California, not  
2 Richmond, Virginia, as somebody always asks.

3           The Richmond. We are the Richmond. And we look  
4 at our work as mobilizing the power of connection to build  
5 healthy, thriving communities with an equity lens on the  
6 work that we do.

7           We work in five areas. We work in the areas of  
8 education, economic development, safety, health, and the  
9 environment. And we do it through what we call our three  
10 strategies for effective engagement. We call it coach,  
11 connect, and contribute.

12           We work with residents on a coaching strategy to  
13 be really effective in how they engage with others who come  
14 from government or come from other areas.

15           We connect them with resources that they need to  
16 be able to the kind of work that they want to accomplish.

17           And then we contribute both time, talent and  
18 resources to their work.

19           Am I supposed to continue with my pitch or --

20           MS. EADY: Please do.

21           MR. BECKER: Okay. All right. I wasn't sure how  
22 the introductions were worked in. But I'm going to go  
23 through it and we'll move on.

24           MS. EADY: No, please do.

25           MR. BECKER: All right. Thank you.

1           So before we even start community engagement, we  
2 do a lot of homework, right? We have to know what's gone  
3 on in the past. We have to know what community engagement  
4 residents are already involved with, because why create  
5 something that they don't need if they've already got a  
6 system in place that works.

7           So we spend a lot of time doing that research and  
8 reaching out and contacting and connecting with people who  
9 do this work in community and who are really good at it.

10          Once we start bringing groups together around a  
11 particular project, there are some key things that we have  
12 to do to make sure that the projects work.

13          First, we have to set expectations, and we do  
14 that in two ways. We looked at expectations around time  
15 commitment and around the resources and the engagement that  
16 we expect from both residents and from the folks from out  
17 of town, as they're often called. They come in and want to  
18 work in the community.

19          And we set expectations for what decisions we can  
20 actually influence. And to me that's always been one of  
21 the critically important areas, because we often disengage  
22 communities when we go in and ask them for input and we  
23 don't clearly define and help them think about what that  
24 input is and then say, "Oh, no, that's not the input we  
25 want." Right? That turns people out immediately.



1           We work really hard to build authentic  
2 connections. And in fact, I'll give you a quick example  
3 here in a minute, but in our work we have actually closed  
4 our main offices and we've actually moved into the  
5 community where we work. So we've taken a step to really  
6 be authentic in the connections that we want to create.

7           And then we celebrate progress. You have to  
8 acknowledge the small wins, because some of these projects  
9 take a very long time.

10           I'm going to give a quick example. This is an  
11 18-year community engagement process that we've been  
12 helping to lead. It's called the Nystrom United  
13 Revitalization Effort. It takes place in the Iron  
14 Triangle, Santa Fe, and Coronado neighborhoods of Richmond,  
15 which for many years was considered ground zero for  
16 homicides that we had that were destroying our community.

17           Residents in this neighborhood have faced  
18 generations of systematic disinvestment and displacement  
19 through strategies like redlining. They'd create historic  
20 challenges for our community. And residents face numerous  
21 structural barriers to achieving their goals.

22           We didn't want to continue a mainstream culture  
23 of decision makers and institutions not listening to  
24 residents, so when we began this project 18 years ago, we  
25 wanted to recognize and build their power.

1           We spent a year of planning. We came up with  
2 five community redevelopment strategies, and this body --  
3 which includes now our board of supervisors, our city  
4 staff, our county and everyone else, and the majority of  
5 residents in those three neighborhoods -- has maintained  
6 itself for 18 years.

7           The city council and the school board even  
8 adopted resolutions so that if the council is changed,  
9 there's still a commitment to this work, which we find very  
10 promising.

11           So that being said, as this opportunity came  
12 forward for us to partner with Transform around mobility  
13 hubs and the target zone was the Coronado neighborhood, we  
14 knew that we had an existing process that they could use to  
15 become engaged.

16           But first we had to ask them. So we actually  
17 went to the resident bodies that make up this Nystrom  
18 Revitalization Effort. We said, "Here's an opportunity for  
19 you. Transform has come to us and they think it's a good  
20 idea. What do you think?" So we discussed it, we debated  
21 it and the decision was made that: Yeah, I think this  
22 would help our community. We're excited to see that this  
23 is going to work.

24           So their work now and our work with them moving  
25 forward is around determining location, systems for

1 implementation and all of that. It makes sense for the  
2 neighborhood where this project wants to locate. So we're  
3 going to work very hard with that.

4 Now, this has actually impacted some of our other  
5 work. We use an innovative social impact bond which is  
6 private capital to reclaim boarded up abandoned homes in  
7 the cities, and now that this project is on line, the  
8 residents now want us to work not only on affordability of  
9 the homes for purchase but affordability on the homes for  
10 maintenance. And so we're now working to achieve a zero  
11 net energy standard on the projects that we're working on  
12 on the housing side.

13 So all of this happens because you set an  
14 equitable table for grass roots and grass tops. Everyone  
15 has the same authority, the same ability to engage. And  
16 after the years that NURE's been in place, this coalition  
17 of residents and leaders -- and city leaders, sorry --  
18 we've brought more than \$58 million in investments into the  
19 neighborhood.

20 So a neighborhood that was once the place  
21 everyone wanted to leave is now the place everyone wants to  
22 stay because we have great parks, streets, school  
23 facilities and housing and people who are engaged.

24 Thank you.

25 MS. EADY: Thank you. So we've been joined by

1 Katie Valenzuela-Garcia.

2           And, Katie, just to bring you up to speed, first  
3 of all, sorry that we started early.

4           MS. VALENZUELA-GARCIA: I wanted to congratulate  
5 you all, actually. It's the first time I've ever had this  
6 happen.

7           MS. EADY: Yes, apologies. Things are going more  
8 quickly than planned, I guess. But anyway I just gave a  
9 few opening remarks about the importance of inclusion in  
10 potential equity and how those themes are really  
11 foundational to SB 350.

12           So I know you as -- in a number of roles. I will  
13 say that you are staff to Assemblymember Eduardo Garcia and  
14 the Joint Legislative Committee on Climate Change Policies  
15 and I've invited the panel to say one or two sentences as  
16 well about themselves when you open.

17           MS. VALENZUELA-GARCIA: Okay. Hello. Yes, it is  
18 true, I do work at the legislature so I put my phone off  
19 the table so you don't hear it trying to vibrate off right  
20 now.

21           But I'm here today actually as a resident and  
22 community organizer here in Sacramento. I'm on the --  
23 we're helping start a community land trust here. I help  
24 organize our neighborhood coalition, and in general I've  
25 been kind of glutton for punishment for doing a whole lot

1 of stuff in my non-State time so that I can try to help  
2 make change here in the City of Sacramento.

3           So I want to -- I know you all have probably seen  
4 all the really cool bike lane infrastructure improvements  
5 that are happening here in downtown. What you might not  
6 know is that that's the result of a 2016 update to the  
7 Bicycle Master Plan that I participated in as an organizer  
8 in Oak Park.

9           Back then, the city staff didn't have the  
10 resources to do extensive outreach so they were essentially  
11 doing 5:00 p.m. meetings at City Hall on Wednesday nights,  
12 and obviously a lot of my neighbors couldn't participate.  
13 So we decided to step up, because like I said, we're  
14 gluttons for punishment.

15           So we canvassed every single house and apartment  
16 in Oak Park, and we asked them the question about what  
17 they'd like to see different about transportation in our  
18 neighborhood.

19           We found out what improvements had happened that  
20 they felt like had worked, what improvements they felt like  
21 weren't working and why. We even found out why folks  
22 prefer to cross at unmarked intersections because sometimes  
23 they felt more visible to traffic than they did at the  
24 intersections that actually had the crosswalks or HAWK  
25 signals.

1           So we collated -- I think it ended up being about  
2 100 individual site specific recommendations for what is a  
3 very large neighborhood just southeast of downtown. And we  
4 presented all of this to the city. We felt really proud of  
5 ourselves, like "Here's the improvement. We did it for  
6 you." Unfortunately, none of that input actually made it  
7 into the Bicycle Master Plan.

8           At the time, staff told me that they didn't  
9 consider that data to be valid. But that also shouldn't  
10 have been super-surprising to me. I was obviously pretty  
11 disappointed at the moment, but I had seen it happen a few  
12 times before.

13           The neighborhood just to the east of us, Tahoe  
14 Park, had actually gotten a grant from the California  
15 Endowment to do professional level lock audits across their  
16 entire neighborhood, and that had not made into the city's  
17 plan, because again, the City decided that that data was  
18 not valid.

19           I had watched really well paid consultants plan  
20 Mack Road improvements for South Sacramento and their plan,  
21 their master idea to prevent illegal crossings, was to put  
22 fences in the medians.

23           The issue that they weren't addressing was the  
24 fact that that bus now only came once an hour and the  
25 crossings to get to the bus stops were really far apart.

1 And that's what was pushing residents to cross illegally on  
2 what is a very dangerous road that has claimed several  
3 lives I think just this year alone -- illegally at those  
4 intersections just because they needed to get to the bus or  
5 they were not going to get where they needed to go.

6 And finally I think probably for me the most  
7 egregious incident of community input being ignored was an  
8 intersection that did make it on to the city's list, it was  
9 58th and Fruitridge Road near West Campus High School.

10 It had been on the list for 10 years and had been  
11 passed up every single year for the stoplight they needed  
12 for different priority projects until a student at West  
13 Campus who was ironically and sadly advocating for that  
14 crosswalk to be improved was struck and killed in that  
15 crosswalk.

16 At that time, we were able to raise private money  
17 to pay for the stoplight that was improved because the  
18 city, after that student was killed, had decided to put  
19 their publicly funded stop sign at a three-way intersection  
20 in a residential neighborhood in the pocket.

21 So I say all these examples to you because --  
22 sorry, I lost my place in my notes. I'm a little  
23 energetic.

24 I've watched the City of Sacramento pour hundreds  
25 of thousands of dollars into consultants who lack the

1 community perspective to plan and implement projects that  
2 meet the community's needs, all while communities who have  
3 lived experience and expertise and some really good ideas  
4 about what they need get pushed to the side and get left  
5 out of the planning equation.

6           And this goes much more deep than just community  
7 input because originally some folks say well, community  
8 input, you need a consultant. I just watched the bike lane  
9 improvements go into a more affluent neighborhood right  
10 next to Oak Park when those community residents I think  
11 literally had like a clipboard survey.

12           So they didn't do nearly the level of work that  
13 we did in Oak Park and yet they got their bike lanes and we  
14 still haven't seen any of the improvements in Oak Park that  
15 we had slated for. In fact, they just put in a bunch of  
16 HAWK signals on Broadway at the wrong intersections. It  
17 wasn't the intersections residents say they felt were safe  
18 for crossing.

19           And I'm not saying this to light up the city of  
20 Sacramento in a negative way. These stories are pretty  
21 similar to the stories I hear from other environmental  
22 justice and community advocates across the state. And what  
23 it points to is the fact that the low-income barriers to  
24 transportation go much deeper than where you hold your  
25 meetings and whether or not you have different color dots



1 for your maps.

2           These communities were built on segregation.  
3 They were built and disenfranchised from power. They were  
4 built to create the inequity that we see in our communities  
5 today.

6           All of that -- and until we really identify and  
7 address the root cause of what's creating the inequity and  
8 really recognize what we're dealing with, we're going to  
9 continue to perpetuate the same challenges.

10           We know that communities who then eventually win  
11 their much-needed bike lane improvements then turn around  
12 and are subject to gentrification and displacement concerns  
13 because the cities refuse to pass inter-sectional policies  
14 that might consider transportation and housing to ensure  
15 the folks who are supposed to benefit from those  
16 improvements actually stay there to be able to use them.

17           So I say all of this not to say like "Woe is me  
18 and it's terrible." I think that there are like really  
19 clear processes that we keep butting up against that would  
20 really help with this.

21           And, obviously, some of it counts on how the  
22 people who are doling out the money hold them accountable.  
23 Not just for the plans and processes they put in place,  
24 because obviously accessibility -- not holding your  
25 meetings at 5:00 p.m. in downtown Sacramento on a

1 Wednesday, those are sort of foundational points. But also  
2 do you have an anti-displacement strategy in place.

3           The cities keep saying, "We can't do it. It's  
4 too expensive to adopt anything around rent stabilization,"  
5 as we see rents skyrocketing and as my home in Oak Park  
6 grew 50 percent in value in just a year and a half. That's  
7 something that the city can do something about, but they  
8 just refuse to act on.

9           So the funders who have the money can push and  
10 say "We are looking for this" when we are looking for  
11 equitable transportation investments. That's going to be  
12 sometimes the open door that advocates need to be able to  
13 step in and push for the changes that they feel like they  
14 need.

15           But the other thing is just the time and the  
16 space for them to do it right. Sometimes the thing that  
17 will give some cities the out is they'll say, "Well, this  
18 grant is due in two weeks, so sorry." Or they'll say, "Oh,  
19 gee, we need to get this bike master plan update because  
20 the ATP applications are rolling out next month."

21           So I think the longer time range -- horizons we  
22 can give to city departments -- because they do need to  
23 build their own capacity and they do need to take time.  
24 You can't just drop in to Oak Park tomorrow and say, "Hey,  
25 I've learned from my mistakes. I'm here to help you."

1 That's not going to work.

2           It's going to take them a long time to adopt  
3 that. But if you hold them accountable to that, you give  
4 the space to do that, you let them use their resources to  
5 do that -- because it does cost money to build capacity at  
6 city and county planning departments. It's not going to  
7 happen overnight for them. And deep ISE (phonetic)  
8 training alone can take months and cost a lot of money, but  
9 it's important for them to understand, as the previous  
10 speaker said, what dynamics they're playing into.

11           And really in the end, I think until we really  
12 recognize and shift that at the state level, we're not just  
13 not confronting inequity. We're sort of complicit in  
14 perpetuating it. And I think that's ultimately the goal  
15 today, is we know that gentrification happens when we  
16 result in transportation improvements.

17           That's why you see people protesting bike lane  
18 improvements. And everyone says, "Why are they protesting  
19 that? They've been asking us for that for years." It's  
20 because we're not looking at what the community actually  
21 needs and designing our funding programs to push cities and  
22 local jurisdictions to do what they need to do.

23           Thank you.

24           MS. EADY: Thanks, Katie.

25           Next, we're going to turn to some public

1 agencies. I want to introduce Jeanie Ward-Waller who is  
2 with Caltrans. And of course Caltrans is one of our  
3 important sister agencies involved in the implementation of  
4 SB 350.

5 MS. WARD-WALLER: All right. I feel like I'm in  
6 the hot seat following Katie. That was a great, I guess,  
7 lead-in to what I'm going to say. And so I'll back up,  
8 introduce myself.

9 I'm Jeanie Ward-Waller. I'm the sustainability  
10 program manager at Caltrans. I've been at Caltrans for  
11 almost a year, so I'm new to state agency work, but I come  
12 from advocacy. I have an advocacy background in active  
13 transportation. So a lot of the stuff Katie's talking  
14 about is really important to me, really resonates with me  
15 but is really challenging for Caltrans as a state agency.

16 So I'm going to talk about our role in SB 350 and  
17 what Caltrans has sort of pledged to do, what we're doing  
18 already on outreach to low-income communities. But I also  
19 want to be really clear up-front and acknowledge that this  
20 is a really challenging space for us to be in.

21 Caltrans is certainly an agency that has been  
22 destructive to low-income communities. And the state  
23 highway system, the national highway system has really  
24 divided and created a lot of the inequities in these  
25 communities that we're now trying to work to correct.

1           So just finding a way to be in this space and be  
2 comfortable with acknowledging that we've been complicit  
3 and creating transportation barriers in communities is  
4 really important for us to be able to acknowledge and talk  
5 about.

6           So I think one of the biggest things that we have  
7 to get better about doing, and this is part of our plan, is  
8 talking about these issues and talking about it in a real  
9 way that acknowledges the historic damage that we've done  
10 in communities.

11           So to get to sort of what we've committed to --  
12 Caltrans does do a lot of planning from a statewide  
13 perspective. Our relationship directly to residents and  
14 their local transportation needs and the types of things  
15 that Katie's talking about like stop signs and crosswalks  
16 is -- there's a little bit of a disconnect.

17           It's hard to get folks to engage in  
18 transportation planning at a state level when they can't  
19 see the direct improvements that they're going to get in  
20 their community on their corner on their street.

21           So we have to get better about helping folks to  
22 understand how state planning does benefit them and why  
23 there's a reason for them to engage at the state level.

24           So the specific recommendation in the CARB report  
25 that Caltrans has been tasked with is expanding assessments

1 of low-income residents, transportation and mobility needs  
2 and ensuring that feedback is incorporated into  
3 transportation planning.

4 This work largely centers around our partnerships  
5 with local and regional agencies that are often the  
6 implementers at the local level of a lot of these  
7 transportation improvements.

8 So one of the most important things that we've  
9 highlighted in our SB 350 plan is educating, working with,  
10 and talking to our local and regional agencies about this  
11 work and getting them more engaged in it as well.

12 There is a lot of outreach that happens through  
13 the regional transportation planning process and through  
14 local general plans around low-income communities' needs  
15 but we need to do better, and Caltrans has a role as the  
16 Department of Transportation in really pushing our partners  
17 to do more.

18 We also have several ongoing planning processes  
19 that are really relevant to this work and already do have  
20 an equity focus. So I want to just highlight a couple of  
21 those and, you know, what we're doing to sort of really  
22 embed the message of SB 350 and the need to expand the  
23 focus on disadvantaged communities through those plans.

24 The first is we've just kicked off our district  
25 active transportation plans. And that's a five-year

1 consultant contract where we're going to do in all 12  
2 Caltrans districts around the state, plans for biking and  
3 walking infrastructure that is really focused on the state  
4 highway system and how we are improving our facilities, our  
5 Caltrans owned facilities to improve transportation in  
6 these communities.

7 And, you know, looking at both travel along the  
8 state highway system but also across the state highway  
9 system. And often, you know, the freeway interchanges or  
10 major freeways are huge barriers to travel in these  
11 communities.

12 So that -- as I said, that contract has just  
13 kicked off. It's a five-year effort, and we really are  
14 going to be looking for our local agencies, regional  
15 agencies and community residents to engage deeply in  
16 process and push those plans to really identify projects  
17 that will improve these communities.

18 The second thing is the statewide transportation  
19 plan. We call it the CTP, California transportation plan,  
20 that's our long-range statewide plan. And that also,  
21 working with CARB, helps us identify how we're getting to  
22 our state climate goals by 2050.

23 So it is an important plan. Again, it's at a  
24 statewide level. So how do we get residents to engage in  
25 the process and make it meaningful. There are a couple of

1 venues for that. We do tribal listening sessions. We do  
2 focus groups with residents. And we also do scenario  
3 development workshops.

4           So that effort is also underway. We've already  
5 started the tribal listening sessions and the focus groups.  
6 And again, you know, we ensure that there are disadvantaged  
7 and low-income folks represented in those venues.

8           The third thing is our sustainable transportation  
9 planning grants. That's a program that got a significant  
10 boost from SB 1. It's 25 million a year in planning funds.  
11 And 50 percent of that program has to go to disadvantaged  
12 communities.

13           The next round of guidelines update for the  
14 program for 2019 is underway now and there are workshops at  
15 the end of September in L.A. and Sacramento. And so that's  
16 another venue to make sure that those planning funds are  
17 really being used in a meaningful way to support  
18 disadvantaged community assessment of their transportation  
19 needs.

20           And the fourth thing I want to highlight is  
21 technical assistance. And we do a lot of technical  
22 assistance through the climate investment programs  
23 primarily, and there are two transit programs and then also  
24 the active transportation program working with the  
25 Strategic Growth Council and our other state partners.



1           We have been doing a lot of technical assistance  
2 to disadvantaged low-income communities to help them get  
3 access to those funds.

4           So those are the things I want to highlight.  
5 Maybe I'll stop there and we can discuss more.

6           MS. EADY: Thanks, Jeanie. Great.

7           And finally, before we get to our case example,  
8 our final speaker or presenter is my colleague from CARB,  
9 Violet Martin.

10          MS. MARTIN: Thank you, Veronica. I'm Violet  
11 Martin. I'm in CARB's Clean Transportation Outreach  
12 section.

13          And a lot of the work we do, it's really evolving  
14 and I think that it's really about connecting to  
15 communities, to residents and ensuring that their needs are  
16 met through outreach and education.

17          So with that, I want to essentially describe the  
18 strategy that we're working on and the recommendation  
19 that's outlined in the Barriers Report. So in an effort to  
20 understand the transportation needs and improve awareness  
21 of clean transportation and mobility options of low-income  
22 residents, CARB's Guidance Document prioritizes the need to  
23 do three things.

24          The first is to develop an outreach plan or  
25 roadmap targeting low-income residents in rural, urban,

1 tribal, and disadvantaged communities. That ensures  
2 outreach efforts include state and local transportation,  
3 energy, health, and air quality programs.

4           Second, we want to make sure we design outreach  
5 and education materials that are specific to community  
6 needs across the state and are relevant, accessible and  
7 available in the languages in which the communities speak.

8           Third, we want to or we are tasked with expanding  
9 and better coordinating education, outreach and exposure  
10 for clean transportation and mobility options, including  
11 incentive programs.

12           So developing a comprehensive outreach plan and  
13 roadmap involves a proactive process that requires a keen  
14 understanding of the target audience and the barriers they  
15 face, while also fully engaging with and being responsive  
16 to this target audience, low-income residents, and also  
17 developing partnerships.

18           To ensure the process for developing an outreach  
19 plan is collaborative but also incorporate all these other  
20 elements, we rely on a framework and cross agency  
21 partnerships that the task force has essentially helped  
22 refine.

23           In addition, we have organized an external work  
24 group comprised of partner state agencies, air districts  
25 and incentive program administrators, all of whom have a

1 diverse and well-rounded outreach background and are also  
2 very well acquainted with the barriers and unique needs of  
3 underserved communities.

4           The work group meets regularly to discuss what a  
5 statewide outreach plan looks like and what components are  
6 integral to improving information access and streamlining  
7 outreach efforts.

8           In addition, we have consulted with many  
9 stakeholders and are working to integrate their feedback.

10           We also are considering community feedback  
11 provided during the initial public process to understand  
12 the barriers, and we have plans to solicit additional  
13 community input.

14           We are preparing to release a draft outreach  
15 roadmap next month that serves as a stepwise process or  
16 framework that will pave a -- for developing a meaningful,  
17 effective and achievable statewide outreach plan that can  
18 be tailored to reflect community specific needs.

19           So tying together the SB 350 directive and the  
20 collection of expertise guiding this effort, the roadmap  
21 emphasizes the route that will improve state and local  
22 coordination, content development, tailoring and delivery  
23 of information to low-income residents and will increase  
24 awareness of clean transportation and mobility options  
25 through improved education and access to information.

1           So in the roadmap, we emphasize maximizing  
2 coordination with related agency efforts, including  
3 California climate investment programs and other SB 350  
4 priority recommendations that have an outreach or  
5 educational component, such as the development of the one-  
6 stop-shop pilot application, which is -- and also expanding  
7 the community needs assessment that Caltrans -- or Jeanie  
8 just mentioned.

9           So tailoring outreach based on community  
10 identified needs, along with a streamlined application  
11 qualification process, can aid in significantly increasing  
12 the ease and ability for low-income residents to access  
13 clean transportation options and incentives.

14           The roadmap is intended to develop a cohesive and  
15 comprehensive outreach approach that can be used to those  
16 who conduct community outreach at the state, local and --  
17 well, the state, regional and local level.

18           The roadmap is currently designed in a phase or  
19 step approach and they sort of -- each step sort of builds  
20 on one another.

21           The first step requires an effort to evaluate  
22 existing outreach programs so that we can identify elements  
23 from various campaigns, including their target audience,  
24 their objectives, key messages, marketing channels, metrics  
25 and campaign outcomes.

1           From this, we can potentially find meaningful  
2 ways to better align these programs, compile lessons  
3 learned, best practices and map outreach gaps.

4           Second, it is critical that we build and maintain  
5 partnerships to augment the inherent efficiencies of  
6 working together, leveraging resources, coordinating events  
7 and collaboratively developing outreach materials.

8           Developing a strong partnership network or a coalition will  
9 ensure information is transmitted, accessible, current and  
10 relevant. It also has the potential to streamline outreach  
11 and expand outreach -- or the reach of clean transportation  
12 program awareness and participation.

13           Third, the key to tailoring outreach is really  
14 understanding the audience, in this case identifying the  
15 specific community elements that determine what information  
16 is needed and how best to deliver outreach messages.

17           And based on the community identified needs  
18 assessments, we can develop a statewide and regional  
19 community specific strategies over time for improving clean  
20 transportation and mobility option awareness for the target  
21 audience.

22           Lastly, we need to ensure we have a way to  
23 evaluate the effectiveness of outreach efforts and tools to  
24 help us visualize campaign results.

25           So developing metrics, which is going to be

1 discussed in the fourth panel today, is an essential first  
2 step toward monitoring, assessing and improving community  
3 outreach strategies in evaluating whether the efforts are  
4 leading to increased information access and community  
5 awareness of clean transportation programs.

6           So each of these roadmap elements entails a  
7 series of recommendations that lay a path that leads to  
8 tailored community-led outreach through customizable  
9 templates, toolkits and support.

10           This effort requires strong interagency  
11 coordination and feedback, but it also is imperative that  
12 the roadmap itself is thoroughly reviewed by stakeholders  
13 to ensure we are developing effective relatable process.

14           We also want to reach out specifically to case  
15 study communities, particularly those that represent tribal  
16 and rural communities to ensure we're developing an  
17 approach that can be adapted to reflect their unique  
18 outreach needs.

19           So this captures the essence of the current  
20 roadmap status and lessons learned, but I also want to  
21 conclude by thanking all of those that have been involved  
22 in the process.

23           There's a lot of people out here today that have  
24 really helped guide how we are approaching this and we've  
25 received some incredible feedback and ideas. And I think

1 that our work -- our collaboration is really sort of  
2 setting the stage for how this progresses moving forward.

3 And I generally like to avoid platitudes, but I  
4 felt compelled to mention that the journey we're taking to  
5 develop the outreach plan I think is every bit as important  
6 as the destination. So we look forward to further  
7 collaborating in the process with all of you going forward.

8 Thank you.

9 MS. EADY: Thanks, Violet.

10 Finally, I like to open it up to our case  
11 example. So next we'll hear from Matt Abularach-Macias  
12 before we open it up for questions.

13 MR. ABULARACH-MACIAS: Thank you.

14 How's everyone doing? Awesome.

15 I'm Matt Abularach-Macias, and I am an organizer  
16 for the California League of Conservation Voters and CLCV  
17 Ed Fund. And I grew up in California's inland region, also  
18 known as the Inland Empire, which covers San Bernardino and  
19 Riverside Counties.

20 And when I started to think about what I wanted  
21 to say today on the panel, I really wanted to jump into a  
22 story of success for the residents of Ontario and how our  
23 community engagement -- or I like to think of community  
24 power building -- led to earning a \$35 million investment  
25 for this long-ignored community.

1           But there was something else that was on the tip  
2 of my tongue and realized I needed to start the  
3 conversation from somewhere else, some of which has already  
4 been actually touched upon today.

5           I might be preaching to the choir a little bit.  
6 But I think TCC, Transformative Climate Communities and  
7 bills like AB 1550 or SB 535 or SB 350 are steps in the  
8 right direction. But it really begs the question why do we  
9 need laws or policies to state you can't forget these parts  
10 of your community? Or: Here's a special allocation for  
11 this community because everything else we do usually  
12 doesn't benefit it.

13           Where did we go wrong as a society that it isn't  
14 natural to think of everyone in our cities and state as an  
15 intrinsic part to our community as a part of our  
16 consideration for policy impacts?

17           So as great as it is that we live in California,  
18 and California is leading the way with climate policies and  
19 even working to do so in an equitable way, we need to  
20 acknowledge that we're having this conversation here today  
21 because we have failed along the way as a society. We have  
22 historically excluded low-income and communities of color  
23 from this decision-making table. So now we, the state, are  
24 trying to learn the best way to work with these communities  
25 to implement policies and programs.



1           I just want to sit on that for a second to really  
2 frame today's conversation.

3           So when I talk about communities and community  
4 engagement, I'm really speaking to the experience of  
5 bringing low-income and communities of color to the  
6 decision-making table, which many folks have acknowledged  
7 here today already.

8           Changing our culture of exclusion to one of  
9 inclusion. Moving those at the margins to the center.  
10 Community engagement is the key for inclusion and is part  
11 of the process to create a more equitable world.

12          And I'm not usually someone to be very  
13 pessimistic and at my core I'm a very positive and hopeful  
14 person, and I think we can do better and we're on the  
15 pathway of figuring it out.

16          And part of the beauty of today is that everyone  
17 is here invested in changing the business-as-usual  
18 mentality that has pervaded the development of our state.  
19 And -- well, at least I think we all should be; otherwise,  
20 why are we here, right?

21          And I say all that to lead to the story of the  
22 experience of Ontario being awarded one of the inaugural  
23 Transformative Climate Communities implementation grants  
24 and the role community engagement and inclusion played into  
25 that process.

1           Initially, when I learned about AB 2722, which is  
2 the TCC program, I thought the word "Transformative" in  
3 "Transformative Climate Communities" denoted what SGC  
4 quotes as "The program funds development and infrastructure  
5 projects that achieve major environmental health and  
6 economic benefits in California's most disadvantaged  
7 communities."

8           So I really saw it as the very tangible things we  
9 saw, the new projects being built and the reduction of  
10 GHGs.

11           However, after going through that whole process,  
12 I really came to learn that the most transformative part of  
13 the program was the way that it turned the tables of  
14 decision-making and put the community in the driver's seat.  
15 Not just city managers and planners, not just elected  
16 officials.

17           And I'll be the first to acknowledge that it's a  
18 lot easier said than actually done. However, I do think  
19 TCC is a great start and a great potential model for how we  
20 can transform communities and engage communities. How to  
21 re-include voices that have been left out and how to  
22 implement climate justice and adaptation policy with equity  
23 in mind and heart.

24           So the formal process for TCC for us, actually  
25 started a year and a half, maybe almost two years before

1 the program was awarded in January 2018 so probably in mid-  
2 to early 2015 -- or 2016, not '15, sorry.

3 And I was going to say that it was a grant, but  
4 there's aspects of it that are actually more like a loan  
5 than necessarily a grant, but that's another conversation  
6 for another time.

7 Monica, we can talk about that later.

8 And Inland Empire is part of the state that, you  
9 know, has long been ignored and underrepresented in  
10 California's political and policy psyche. We are currently  
11 in a period where more recognition and attention is being  
12 paid to our region, and I think we finally have some good  
13 state level leadership that reflects the needs of low  
14 income and communities of color that make up our community.

15 However, community-based organizations,  
16 organizers, and advocates in the region have long noticed  
17 the problem with the lack of resources and attention given  
18 to the IE. Working in our community, we were seeing how  
19 residents -- and we continue to see how residents have been  
20 dealt losing hands, but they still find ways to win.

21 There are folks living in the IE in some of the  
22 most disadvantaged -- quote, unquote, "disadvantaged"  
23 census tracts in California, which means the poorest and  
24 most polluted communities in our state and our country.

25 But that has not stopped them from working hard

1 to create a better life for themselves and their children.  
2 However, they are tired of getting sick and they are tired  
3 of struggling to make ends meet.

4 And the organizations and advocates, as well as  
5 local governments in the region, have also known that many  
6 of the state's programs through GGRF that could confront  
7 some of the problems were not making its way to our part of  
8 the state.

9 And it was just something that a lot -- we would  
10 hear a lot in our community from our leadership, that "OH,  
11 GGRF doesn't work for us. You know, these programs aren't  
12 going to work in the IE." I'm sure you all have heard it  
13 here.

14 So there is this geographic inequity that exists  
15 where there's lack of public dollars and also private funds  
16 coming to the region.

17 So myself, CCAEJ, which is Center for Community  
18 Action and Environmental Justice, and partners within the  
19 County of San Bernardino decided to meet and come together  
20 to think about how we can bring these work sources to the  
21 community.

22 And so we began meeting and realized that TCC  
23 would be a great opportunity. And so I'm just kind of  
24 giving an overview of the story of how we got to that  
25 point, right, and what it took.

1           So when TCC came about, the first thing we had to  
2 figure out was where would we apply. We knew that we had  
3 to work in unison in order to even be considered. So we  
4 had to figure out where in our region would be the best  
5 place that this program would fit.

6           And I say "we," because it's not just me but all  
7 the organizations, residents and local stakeholders who  
8 were part of this process.

9           And so in trying to think about where this would  
10 happen, we felt like we were a little bit behind where  
11 folks in Los Angeles and Fresno were already ahead of us in  
12 planning for this. They knew that there was some sort of  
13 allocation going to come to that part of the state.

14           So we weren't even sure what was going to happen,  
15 if we would be competitive or if they would even look at us  
16 for an implementation grant, just because of certain  
17 reputations that existed about the Inland Empire.

18           And we also knew that SGC wanted to roll the  
19 program out quickly and demonstrate success as soon as  
20 possible, so really on a truncated time line. And it also  
21 felt like, you know, they were trying to eat the cake while  
22 it was still baking.

23           So even though the idea for applying for a TCC  
24 may have started a year and half before it was awarded --  
25 and also I think contracts still have not yet been signed -

1 - the work to earn the application actually -- and fulfill  
2 the letter and spirit of the program started years and  
3 years ago through community power building.

4           If that early investment from advocates,  
5 organizers, community organizations had not taken place  
6 years before even the concept of TCC existed, then we would  
7 have not ever been eligible and/or earning of the grant.

8           So when we landed on Ontario, the key was that --  
9 and just to give you all an overview. There were other  
10 places in our region that we felt were just as in need and  
11 just as critical for us to try to fight for this kind of  
12 investment.

13           However, Ontario, just to honest about it, is a  
14 little bit better resource and already had some more  
15 private investment and foundation dollars going into there,  
16 so it already felt like they had an infrastructure that SGC  
17 would be looking for in order to successfully implement and  
18 show -- demonstrate success of the program.

19           What that shows me is that sometimes even in  
20 addressing inequities there's going to be perpetuated  
21 inequity in that the places that we actually look at first  
22 are the ones that are already going to be better resourced,  
23 so those places that are and still continue to be under-  
24 resourced and overlooked is because there are still so many  
25 challenges there that state programs are willing actually

1 to go in there and look at them.

2           There is change to that, and I know with AB 617  
3 coming up, there is real -- a lot of excitement in the area  
4 to see how we can give attention to those ignored  
5 communities.

6           So Ontario started about six years ago with a  
7 private grant from Kaiser, and they wanted to build heal  
8 zones or healthy parts of cities and communities. And so  
9 with that grant, they built -- they centered their heal  
10 zone on a community garden. And the community garden  
11 provided organic foods to a food desert, a low-income  
12 predominantly Latino community in the city of Ontario.

13           Around that, they also provided infrastructure  
14 changes to parks, some active transportation changes for  
15 sidewalks, and also provided different community classes.  
16 But most importantly -- and I think the biggest success is  
17 -- they hired local residents to administer the programs,  
18 to become community advocates, to do testing of health of  
19 different health -- monitoring health.

20           And so basically what happened was in the six  
21 years the city of Ontario had just some I think good  
22 planning staff that was concerned about the public health  
23 in the community, found this grant and started to really do  
24 in-depth community engagement work, go household to  
25 household, hold several meetings, do a lot of research.

1           But all that was really being led by the local  
2 residents who are most affected in that community, while at  
3 the same time providing jobs in a way that hadn't been done  
4 before and being creative.

5           Even Kaiser at first was a little skeptical about  
6 -- thinking, "Oh, this community garden is going to fulfill  
7 the promise of this initiative we have." But they took  
8 that risk and it turned out to be like a shining star for  
9 the region and nationally getting awards as well.

10           And so that six years of engagement led to us  
11 being able to build community leadership, build community  
12 power and really change how the planning staff interacted  
13 with the local residents in making planning decisions.

14           I know something that we were thinking about  
15 often is, a lot of times when working in international  
16 development in developing countries, there's investments in  
17 infrastructure or even sometimes governments that thought  
18 "Oh, this is going to be what's going to help that country"  
19 or -- but then they realize, oh, those have tended to fail  
20 because they never went to the people of those nations or  
21 those places to ask them what is it that's going to work  
22 for them.

23           So in working Ontario, that's what we started to  
24 do. We started to go to the communities and look at them  
25 as the experts of their own communities and ask what is it



1 that you need, much to what some of our other panelists  
2 have already described.

3           And so there was -- sorry about that. Yes, so  
4 this process happened six years prior to TCC even being a  
5 concept. And so when TCC came around, the thought wasn't:  
6 Oh, how do we start a whole fresh new type of engagement  
7 with our community in order to win a grant.

8           It was: We already have this system in place  
9 that's been developed and it happens to fit within the  
10 structure that this program was looking for. And let's  
11 insert what we already have working for us and use our  
12 community as our experts and use the knowledge that we had  
13 acquired for six years.

14           Because there's lists and lists that the city  
15 maintains of different "asks" (phonetic) the communities  
16 have. And a lot of that is years and years of opening  
17 communication and trust building.

18           And so when we applied, we just used the  
19 knowledge that we had already acquired. I'm sure like some  
20 of the success of TCC is engaging the community in a  
21 different way. But it is not because of TCC that this  
22 happened, but it's because of other investments that  
23 happened way before, that this was even possible.

24           And I want to emphasize that because I think it's  
25 not going to be just a state program, a new idea or a new

1 concept that will come and create equity. It's almost like  
2 jumping in halfway through the race, right? The starting  
3 line was way back. And we should look to what's already  
4 been happening in communities before jumping in and trying  
5 to implement something in communities.

6 So I want to speak to some of the challenges that  
7 we learned or faced in our experience in Ontario.

8 And one I already mentioned is that Ontario for  
9 San Bernardino County is already one of the better  
10 resourced communities, albeit not all of the resources are  
11 going to the parts of communities that need it the most.  
12 And that was something that needed to change and they had  
13 staff that was already in the process of shifting that  
14 paradigm.

15 But it was something that I think we should  
16 acknowledge because there's other parts of the region that  
17 we frankly did not push for an application because we knew  
18 that it still had a lot of challenges to overcome for the  
19 state to want to make an investment there.

20 And also the other big challenge is bureaucracy,  
21 working in local governments and with government as a  
22 whole. Obviously, governments have a lot of legal issues  
23 and liability issues that they are concerned about. And  
24 that's why certain processes exist and are in place.

25 And as the other panelist -- the staff member

1 from Assembly member Garcia's office mentioned, cities and  
2 governments need time to be able to do things because they  
3 have to jump through so many loopholes, get approvals, go  
4 to different boards, get approvals and all pass through  
5 legal in order for it to even be implemented.

6 But sometimes that kind of extra time isn't given  
7 to us because a need for a rapid turnaround. And if that's  
8 the kind of programs that we're going to be implementing,  
9 that's not going to work for communities. That's not going  
10 to lead to great community engagement.

11 And the other thing that I thought was a big  
12 issue coming up is, because of the program objectives  
13 wanting to be fulfilled and because it was public dollars  
14 that were being spent to implement this program, there was  
15 an unwillingness to take a risk or to take a chance on  
16 something that hasn't yet proven to work.

17 And in order to create transformation, we really  
18 have to do things differently than were done before. And  
19 so if we're not willing to those risks and take a chance on  
20 some new concept or idea that didn't exist before or  
21 something that doesn't have a proven record or something  
22 that isn't already shovel ready, then how are we really  
23 going to create transformation? We're just trying to fit  
24 all the wheels we already have instead of really creating  
25 new ideas.

1 I already mentioned expedited time lines.  
2 Sometimes time lines just don't work to really get in-depth  
3 thorough community engagement.

4 Also, in the City of Ontario specifically -- and  
5 this is actually something that is a regional issue, is  
6 there's contradictory policy goals. The state has goals to  
7 reduce greenhouse gases and to reduce pollution burdens in  
8 disadvantaged communities.

9 However, we still see local governments making  
10 decisions, planning decisions that don't reflect that by  
11 approving developments such as warehousing and logistics  
12 for our region that are known to bring increased pollution  
13 and increased burdens to a community without much benefit  
14 to the community that lives there.

15 And this gets into other issues of displacement  
16 such -- that have also already been mentioned.

17 The other thing is, it's not just about working  
18 with advocates as a state program. It's easy to use  
19 advocates in the community or community organizations as  
20 your access point.

21 And I highly recommend investing in those  
22 organizations and those already existing advocates as your  
23 kind of gateway or maybe a legend for how to navigate  
24 within that community, because again, we don't need to add  
25 new programs in but how can we fit this program into

1 something that already exists. But really see the  
2 advocates and community organizations as a conduit or,  
3 yeah, like a legend to actually speak to residents  
4 themselves.

5           It is not enough to have me, a member -- somebody  
6 as part of nonprofit organization that's fairly well-funded  
7 in the state to come and talk to you all. But it would be  
8 very different to have, you know, a resident in the city of  
9 Ontario who will actually benefit from the improvements or  
10 changes to her quality -- or their quality of life.

11           So I think that kind of leads me to like just say  
12 some of the things that have already been said in some ways  
13 about just some insights and things that really work.

14           In order to properly engage communities and like  
15 get to something successful like what we were with Ontario  
16 Together or the Transformative Climate Communities grant  
17 application and award, it takes time and it takes long-term  
18 investments.

19           Communities -- you just can't come in, expect to  
20 get what you need and leave. You have to build trust over  
21 time. You have to show that you're there, because folks  
22 have so long been taken advantage of. They've seen  
23 programs come in and leave. They see people come and  
24 leave, and they're still stuck with the ramifications or  
25 impacts of whatever is done or not done.

1           Always see communities and the members of that  
2 community as the experts. They know what they need, they  
3 can tell you firsthand what the experience is there and  
4 what's going to be the best way to invest or make changes  
5 there.

6           I think -- can't say this enough -- it is  
7 building trust. I think something I've also learned, it's  
8 so important to follow through on your word and also not  
9 make promises that you can't keep, but keep an open mind  
10 and ear and think about -- and find those ways to get the  
11 solutions that community members need. And obviously make  
12 the necessary accommodations.

13           Something in Ontario that we do is we pay  
14 residents to be the leaders in their community, to come to  
15 meetings, to reach out to their own community members,  
16 right? So that's an economic barrier that sometimes would  
17 exist, but we are working to turn that over.

18           Provide childcare at meetings. Provide  
19 translation interpretation, not only in speaking but also  
20 in materials. Those sometimes get overlooked because, oh,  
21 it's too expensive. It's so much extra cost. And oh, we  
22 can't do this. Oh, our staff is only going to work on the  
23 weekdays and we can't hold weekend meetings.

24           Well, we need to think of other ways to make  
25 accommodations for these communities because a lot --

1 oftentimes, as you know, they're working, they're trying to  
2 make ends meet. And sometimes what works for those of us  
3 who are on salaried positions and 40-hour workweeks doesn't  
4 work for those who are paid hourly wages and who knows what  
5 kind of schedule.

6 Also it's important to look at impact versus  
7 intent. Our intentions may be good to help communities but  
8 sometimes just trying to implement some kind of program or  
9 going in there without doing the full research ahead of  
10 time or without working with the right people listening can  
11 have bad impacts.

12 And also just recognizing that it's not going to  
13 be perfect. That's something we really learned through our  
14 process with TCC, is that things changed all the time. And  
15 what we initially wanted to do isn't the end result of what  
16 we got or what we are working towards.

17 And there was a lot of mistakes made, and it's  
18 challenging. It's really challenging to do community  
19 engagement really well. And that's probably part of the  
20 reason why it hadn't been done. But there has to be a  
21 willingness to do that work and also knowing that we're  
22 going to make mistakes and be okay with that. Like I said  
23 earlier, be willing to take risks and leave room for  
24 failure.

25 So looking ahead, I really think -- I'm excited

1 about the direction we're going. I hope that some of the  
2 models or other things that happened with TCC -- and I'm  
3 sure you can talk to SGC about their experiences as an  
4 administrator of the program.

5 I'm excited to see that there is more emphasis on  
6 looking at low income and communities of color that have  
7 been long ignored. I'm excited that there's other concepts  
8 popping up from our experience like regional climate  
9 collaboratives that is in a bill this year, authored by  
10 Senator Connie Leyva from our region.

11 Ultimately, I think it's smarter to work  
12 equitably. It's smarter to put those at the margins at the  
13 center because when we lift our bottom, we lift everybody  
14 up.

15 And I think there's still a lot to learn. I do  
16 think we need to look at our impacts not just from what  
17 looks good from us at a bird's-eye level but really  
18 measuring our success by the perspectives of those living  
19 the impacts.

20 So trust me when I tell you that the way to get  
21 there is looking at low-income and disadvantaged  
22 communities as part of our solution. That's something we  
23 really learned in our experience.

24 And while we're some time away from an equitable  
25 world, I believe that we can turn the tables on decision-



1 making and include voices that have been left out. And with  
2 that, we will pave our pathway to get to an equitable  
3 world.

4 MS. EADY: Thanks, Matt. You have given us a lot  
5 to think about.

6 And thank you for mentioning Strategic Growth  
7 Council and the really great model that they provided for  
8 all of us sister agencies. And you mentioned Monica  
9 Palmeira, who is here and we all work very closely with  
10 her.

11 So I'm going to open it up for questions now, and  
12 I do want to apologize on Katie's behalf. With just two  
13 and half days left in the legislative session, she had to  
14 go back and address some emergency that's brewing over at  
15 the Capitol.

16 But we do have a lot of other great people to  
17 hear from. And so I guess I'll ask an opening question and  
18 then I'd like to open up to the dais for those of you who  
19 have questions, and then if we can spare a few minutes at  
20 the end if there are any questions from the public.

21 So, Matt, you almost -- you've pretty much  
22 answered what my opening question is, which is what does  
23 community engagement look like? What does partnership with  
24 communities look like in -- let's look towards 2019.

25 And I want to open that up for all of you to

1 answer. Whoever wants to start.

2 MR. ABULARACH-MACIAS: I mean I already touched  
3 on some of these things, right? I think it's just giving -  
4 - breaking down barriers that have previously existed for  
5 voices that haven't been included to be included, providing  
6 economic incentives, providing long-term investment and  
7 communication within those communities.

8 That's why I really like Senator Leyva's concept  
9 of climate collaboratives that I think would be  
10 administered through SGC. So that way there is already a  
11 state infrastructure that is working with local residents,  
12 working with local organizations, and in a structure that  
13 is long-term to figure out the best ways for us to reach  
14 our policy goals.

15 MR. BECKER: I'll add something as well.

16 MS. RAITT: Can I -- I'm sorry, could I just ask  
17 that you identify yourself for folks on WebEx. Thanks.  
18 This is Heather myself, sorry.

19 MR. BECKER: Jim Becker from the Richmond  
20 Community Foundation.

21 You know, one of the things that I think is  
22 critical in this work is that despite the best models that  
23 we create, in the end it's all about respect. When we  
24 engage in communities, we have to remember that we are  
25 guests and as such, we have to behave appropriately.

1           I mentioned at the beginning that we moved our  
2 foundation offices into the neighborhood that we were doing  
3 the most work in. But I still go home at night. And I go  
4 home to a different community. And so every day I'm there,  
5 I have to remember that I'm a guest and I'm there because  
6 the community has asked us to be there.

7           Thank you.

8           MS. WARD-WALLER: This is Jeanie Ward-Waller with  
9 Caltrans.

10          I love what both of you have said. I think trust  
11 and respect are at the core. And just one thing that I  
12 would add, and I touched on this a little bit, is you know,  
13 being honest about the outcomes that's happening in these  
14 communities and why those outcomes have resulted over many  
15 years of public investment.

16          And so from Caltrans perspective, I think you  
17 know I mentioned, talking about the historic work we've  
18 done and how that has created some of the problems in these  
19 communities, many of the problems. Being able to talk  
20 honestly with communities about that I think is really  
21 important.

22          And we don't always have the dialogue to have an  
23 honest conversation and the words and the language. And so  
24 one thing I want to mention for 2019, Caltrans is one of  
25 the agencies that's participating in the Government

1 Alliance on Racial Equity.

2           This is the learning year. Next year we'll  
3 participate in the implementation year. But that's been a  
4 really meaningful program for us. We have a whole team  
5 participating in that, and we're identifying our action  
6 plan for 2019. And a couple of things that we're  
7 prioritizing is our work with external stakeholders and  
8 also our training and education to teach our staff, help  
9 them to learn the language to really talk to communities in  
10 an honest way and foster some of that trust.

11           And the last thing I just want to say is engaging  
12 just for the sake of engaging is not helpful to these  
13 communities. We have to actually deliver and meet their  
14 needs.

15           And so I think, you know, the second part for us  
16 is ensuring feedback is incorporated into planning and then  
17 also in investment. And that's the hard part for us. We  
18 can go, we can talk, we can do planning. But then, you  
19 know, how does that actually result in investment and  
20 benefits back to these communities. And that's something  
21 we really still have to struggle a lot with.

22           MS. MARTIN: I think that understanding  
23 communities a bit better is really integral to a lot of the  
24 underlying needs for outreach. And each community has a  
25 unique web of relationships and history, strengths and

1 conflicts that define it. And it's really something we're  
2 just starting to scratch the surface of, and we really need  
3 to develop a better understanding of the varying  
4 communities into -- you know, build this understanding in  
5 2019.

6 But I also think that it's important to really  
7 emphasize the things that have already been said here, and  
8 that's, you know, transparency in managing expectations.  
9 We really need to be up-front and be respectful of people's  
10 time and show them or tell them exactly where their input  
11 would be helpful.

12 And not go to communities with a plan that's  
13 already 95 percent developed. It's a two-way street, this  
14 whole process. And so we really need to leave some avenues  
15 for them to provide input and then be able to incorporate  
16 that.

17 MS. EADY: Thanks, Violet.

18 Do you want to add something Matt?

19 Okay. Do we have any questions from the dais?

20 MR. COREY: I had a follow-up question. I think  
21 it's primarily directed at Jeanie, it could be others as  
22 well.

23 And I know that you have been, and the other  
24 panelists, strong, strong advocates for enhanced mobility  
25 options at the community level.

1           But when I think about local transportation  
2 decision-making, prioritization, ultimate funding -- and I  
3 think Matt touched on this -- many of those decisions  
4 aren't really aligned well at all with those objectives.

5           And given the role you have both at Caltrans and  
6 the wealth of experience you bring into this -- and you  
7 touched on some of this. But drilling down a bit more,  
8 what are those levers to influence outcomes that are far  
9 better aligned with equity, climate, air quality goals and  
10 going all the way down to the local level? Because we know  
11 funding comes from local, state -- it's not just Caltrans  
12 funding -- and federal.

13           What are those levers and how do we better use  
14 them?

15           MS. WARD-WALLER: That's a complicated question.

16           I think some of the levers are just capacity  
17 building in the communities and the sophistication of sort  
18 of the dialogue within the advocacy community. And in a  
19 lot of -- you know, working with community residents has  
20 just I think increased vastly. And a lot of that probably  
21 does come from some of these planning investments and the  
22 technical assistance. So I think those pieces are key.

23           But, you know, the work that the legislature has  
24 been doing and really driving the climate investment  
25 programs, driving investments to disadvantaged communities

1 like TCC I think is key.

2 Caltrans funding is still primarily driven by  
3 what are the maintenance needs on the state highway system,  
4 not which communities have been disinvested for  
5 transportation. Primarily, our funding is focused on  
6 maintaining the state highway system. And then we do  
7 planning, but that's not directly connected to our primary  
8 funding stream.

9 So there's still some challenges to work out, and  
10 I maybe won't talk about the levers for that. But I think,  
11 you know, the work we've been doing with ARB, with SGC,  
12 with our state agency partners is really helping move us in  
13 the right direction.

14 So I'm seeing a real change in how we're talking  
15 and thinking about these issues, but how the investments  
16 are driven I think, you know, there's still a lot of  
17 challenges.

18 COMMISSIONER SCOTT: So this has been a really  
19 excellent dialogue. This is Janea Scott.

20 I think I -- I'm really struck. Many of the  
21 themes that we have heard, as you all have spoken to, our  
22 themes that we have heard for years and themes that  
23 certainly came through as we carried out our Barriers Study  
24 and themes that we are thinking about how do we address.

25 And some of these are really hard, really

1 intractable issues. And many of our pilot programs, as  
2 maybe Matt pointed out and others, kind of are scratching  
3 at the surface but don't necessarily dig as far deep into  
4 sort of the social fabric that we need to change in order  
5 to get there. So that it's just something that I've been  
6 thinking about.

7 Another theme that I heard from Katie and Jim,  
8 and you Matt, is the amount of time that it takes for the  
9 community to start working together and to be ready for  
10 when money from Transformative Climate Communities or  
11 Greenhouse Gas Reduction Fund or Energy Commission programs  
12 are there. And so one thing that might be of interest for  
13 all of us is to think about working with the philanthropic  
14 community a little bit more as well, to help build some of  
15 that capacity, so that when these grants are here and  
16 they're ready, the communities are also ready.

17 I think the Commission does some planning type of  
18 grants. But to your point, if you're not ready to start  
19 planning, even the planning grant may not be as helpful as  
20 we would like it to be. And so I'm really kind of thinking  
21 about how do we take some of that information and weave it  
22 into what we put together when we're putting out the  
23 planning grants.

24 And we have a lot of -- we call them community  
25 readiness grants that we're putting in place. And if



1 there's a way to structure those to make them more  
2 effective for communities who are trying to get ready for  
3 the transformations that we're talking about.

4 I think the -- another theme I heard was making  
5 sure that we put some more time in, and I think that that's  
6 really important as well.

7 Our time pressure sometimes from the state side  
8 is that we have two years and then the funds go away. So  
9 there's only so much time we can build in. But making sure  
10 that we kind of take advantage of the longest window that  
11 we have in there I think is something we should certainly  
12 be thinking about, especially when we're working with local  
13 communities.

14 Picking up on communities that already have the  
15 engagement, figuring out how to better engage so that we're  
16 not starting from scratch when we don't need to. And just  
17 trying to think about how we get that kind of information  
18 into our processes is worth thinking about how to roll the  
19 dollars out.

20 And then some of these things take a long time,  
21 right? It is -- we like to demonstrate some short-term  
22 successes, of course, so that the legislators and other  
23 folks who are putting money in can see that, oh, you're  
24 getting a bang for your buck. You're getting some value  
25 for your money.

1           But, Jim, I think you mentioned it in your -- how  
2 do we celebrate the milestones, the milestones along the  
3 way, so that you can see that there is kind of this longer  
4 planning horizon and we're making progress towards getting  
5 there. And so each of these things is a critical  
6 component.

7           So I don't know that I necessarily have questions  
8 for you all, but it's just things that sparked in my mind  
9 as we talked this through. I think the one other one --  
10 actually there's a bunch.

11           But the last one that I'll mention is putting our  
12 dollars out in a way that these pilots that we are doing  
13 are scalable, so that we're learning lessons, that we make  
14 sure that we can share those lessons, and then that they're  
15 scalable, right? So, "Oh, wow, this is a great idea."  
16 And, just as you said, maybe we took a little risk and it  
17 worked out great. How do we then make it scalable or how  
18 do we make it replicable in other communities?

19           And so that's always a component that I'm looking  
20 at when we're thinking about how to invest the  
21 transportation dollars that the Energy Commission has.

22           So just some thoughts of things that were sparked  
23 as you guys were talking.

24           Other questions from the dais?

25           Yes, please.

1 MS. REYNOLDS: So my question is for Matt.

2 And I really appreciated you describing the  
3 evolution of kind of starting with the community garden and  
4 the health study, leading up to the TCC grants.

5 For me I think it would be really good if you  
6 could take the opportunity to talk a little bit about the  
7 elements at the TCC grant program in little bit more  
8 detail, because I think that kind of would show, you know,  
9 where -- you started with where you came -- you know, the  
10 beginning and then yet leading up to TCC.

11 And even though this panel is focused on  
12 community engagement, maybe you could add a little bit more  
13 detail on elements of the proposal as well as some of the  
14 anti-displacement parts of the proposal.

15 MR. ABULARACH-MACIAS: Yeah. At some point I  
16 meant to include that in the conversation, so I appreciate  
17 the question.

18 MS. REYNOLDS: You touched on it but just a  
19 little more detail.

20 MR. ABULARACH-MACIAS: So our TCC application and  
21 concept included -- our biggest project was affordable  
22 housing, also included a really awesome composting and  
23 waste management program. There's going to be solar.

24 And also another big investment is going to be  
25 around active transportation modifications for the city,

1 which all came out of starting with our heal zones and the  
2 healthy Ontario initiative, where we kept hearing from  
3 community residents and through these programs, we got to  
4 really just have conversations and build formal and  
5 informal places where community could meet.

6 Like, for example, the community garden not only  
7 serves to feed people and give people organic options in  
8 the community but also a gathering place and a place for  
9 civil society to build, right?

10 And in those conversations, something that folks  
11 were able to bring up are: Well, we keep having folks get  
12 hit by cars or our crosswalks are unsafe or our kids aren't  
13 being to get to school safely. Or, oh, all community is  
14 bikeable. People really like to bike in this community,  
15 but sometimes it's not like the most safe biking place to  
16 get from place to place.

17 Or, oh, we have this community garden but we want  
18 a bigger garden. Well, in order to have a bigger garden,  
19 we need more food for the plants or the vegetation to grow.  
20 So we need some sort of composting kind of system to create  
21 new soil.

22 Or, oh, you know, a lot of -- overwhelmingly and  
23 it's not just unique to our part of the state -- housing is  
24 too expensive. We can't afford to live here. Maybe we're  
25 going to leave. Our kids can't live in Ontario. And so we

1 need to develop affordable housing.

2           And also through the program, we started to  
3 really -- to pay our own residents to help us gather  
4 information, to do the studies, to talk to their neighbors.

5           And that's also part of the way we're going to be  
6 implementing our TCC program because community engagement  
7 is a portion of our grant. And so that's also going to  
8 continue, and it's going to help us grow our resident-led  
9 community engagement workforce.

10           COMMISSIONER GUZMAN-ACEVES: Thank you.

11           Thank you, everybody. And thanks also to Katie  
12 who was here and kind of mic-dropped it all before going.

13           I do think that you've raised a couple of really  
14 core points, which is at a core, I think many of our state  
15 agencies don't feel the obligation to make up for the  
16 historical injustices, disinvestment and racism that exists  
17 in California today.

18           I think that's a fundamental deficit in our state  
19 agency culture, and I want to even say statute because I  
20 think we have no statute now that really directs us to do  
21 that. But it is a fundamental problem in our ability to  
22 think creatively, think new and to adjust our programs in  
23 that way.

24           Fortunately, we have leadership here that does  
25 see that recognition, so we're making -- we are turning the

1 dial a little bit, but it is -- it's fundamental and we  
2 have to institutionalize that, and that's our  
3 responsibility.

4 But it is part of the problem in that our core  
5 function is state highways, our core function is electric  
6 reliability, among other things, and our core function has  
7 to be environmental justice and making up for our  
8 institutional and historical problems.

9 So I just want to recognize that. I wanted to  
10 get into a much more tedious thing which we've encountered  
11 in many of our attempts of improving community workshop,  
12 which is there is a benefit to clarifying our laws. And I  
13 would invite all of you to join us in this effort so that  
14 we can pay for childcare, pay for food.

15 And certainly partnering with our foundations is  
16 something we've been doing to make up that gap, but it's a  
17 problem. You know, we're kind of hindered in a really  
18 unrealistic way.

19 And we could collaborate on very simple  
20 legislation that would authorize that, because we have -- I  
21 know Commissioner Peterman started the trend at the VC of  
22 using her own personal budget, her own income, her money to  
23 pay for food at some of the community workshops because  
24 we're meeting in the evening.

25 I mean this is like Organizing 101.

1           So I would invite that as an action that we can  
2 work on together of giving -- you know, nothing -- we're  
3 not going to have crab salads, but let's have like pizza  
4 and donuts, I don't know, something to keep people there  
5 for a little bit.

6           The other is something that was -- that is really  
7 -- to use the word "transformative" with the TCC program --  
8 is that those areas were selected. The top five percent  
9 was a very small universe.

10          And at least in our world, and I know in a lot of  
11 other worlds, we do do shovel ready and we do prioritize  
12 matching grants and we do prioritize other things that are  
13 not poverty, that are not disinvestment and lack of  
14 infrastructure. And the legislature and ourselves do push  
15 for timeliness. You know, it's been too long. We want to  
16 see the investment in community.

17          So there is that -- there's that -- really it is  
18 a paradox. It's a healthy struggle. But I will say that,  
19 you know, there certainly is an urgency to making these  
20 investments happen. So we have to be cognizant of the fact  
21 that we have to balance that.

22          But I do -- I think there is something very large  
23 for us to learn from the TCC program. And I wanted to  
24 share a thought which I want us to maybe think through as  
25 we move forward together in that we have a universe of

1 communities that we could really focus on for the next few  
2 years.

3 We have the TCC communities. We have the 617  
4 communities now. And we have a couple of proceedings in  
5 our world where we're refocusing on communities in the San  
6 Joaquin Valley.

7 I would challenge us to be able to really try  
8 some of these things out. So even if -- let's say this  
9 legislation passes or not, but the one-stop concept would  
10 really focus on the sense of communities that can build  
11 upon -- you mentioned solar being one of your programs.

12 We want to make sure we're providing the  
13 technical assistance of what Southern California Edison can  
14 offer in those areas, because those are new programs and  
15 have we even briefed you guys on that. Those are the kind  
16 of overlaps in terms of the one-stop concept that we really  
17 want to maximize on.

18 So I just want to invite that, that certainly we  
19 could commit to prioritizing in the vein of the TCC certain  
20 communities that we all seem to be coalescing around  
21 anyway.

22 COMMISSIONER SCOTT: Let me just check with Heather right  
23 quick to see whether or not we have any public comment. We  
24 did say we'd do a little moment for public comment. Do you  
25 have any blue cards or hands on the WebEx?



1 MS. DOUGLAS: Janea, while Heather looks, let me  
2 jump in with a quick question --

3 COMMISSIONER SCOTT: Yes, please.

4 MS. DOUGLAS: -- which is this. You know, I've  
5 been hearing, and it's resonating with me, the theme of  
6 capacity building and long-term relationships and nobody  
7 jumps into an area that just isn't ready and makes a huge  
8 difference. You really have to build on the work that's  
9 done organically and locally and so on.

10 And so that reaches the paradox that you're  
11 talking about, Matt, where it's like the community  
12 absolutely needs help, but then you turn around there are  
13 other communities around you that need even more and aren't  
14 in a position to apply or take advantage of these  
15 opportunities.

16 So do you have some thoughts as to what kind of  
17 investment in capacity building or kind of simpler  
18 applications kind of -- you know, like the garden. You  
19 know, what are some of the ways that we could incubate the  
20 next round, even as we move forward and focus on some of  
21 the communities that have been able to get these kinds of  
22 grants?

23 MR. ABULARACH-MACIAS: I wish I had the best  
24 answer for that. I'm not assuming that I do.

25 I do think, however, something that Commissioner

1 Scott touched upon was aligning with the philanthropic  
2 community, and really I think the philanthropic community  
3 could potentially give us opportunities to take more risk.  
4 They don't have as many like liability issues for  
5 implementing projects or funding programs.

6 And so for me I think that's a good place to  
7 start. And I guess we can ...

8 MR. BECKER: So I'll add to that. As someone who  
9 runs a community foundation and works in philanthropy every  
10 day, you're absolutely right that philanthropy has to  
11 change.

12 I mentioned at the very beginning that our  
13 strategy is called coach, connect, contribute. And that's  
14 exactly for that reason. We want to make sure that when  
15 opportunities like this are presented, that the communities  
16 that we serve in West Contra Costa County are ready to take  
17 advantage of those.

18 I really believe that that's our responsibility  
19 as a community foundation. And those of you who have  
20 community foundations in your region, both on the dais and  
21 in the room, reach out to them and really make them  
22 accountable to this kind of work, because it's absolutely  
23 essential.

24 MS. WARD-WALLER: Can I just provide -- chime in  
25 on this one from the transportation perspective. And this

1 partly helps me tap my background in advocacy working for  
2 Safe Routes to School National Partnership.

3 In the transportation space, school-based  
4 investments are really great incubators for getting people  
5 engaged in transportation.

6 And Safe Routes to School provided a terrific  
7 model for a place where parents, children, families were  
8 gathering every single day and seeing all kinds of safety  
9 issues. And kids get hit and a community will just be up  
10 in arms, and a school is a really galvanizing place for  
11 people to get together and organize.

12 And so making small improvements -- sometimes  
13 it's a stop sign, it's a crosswalk, the kinds of things  
14 that Katie talked about, the things that people really see  
15 and viscerally appreciate and make a really tangible  
16 benefit in communities. And then suddenly people become  
17 transportation planners. All of a sudden, they're looking  
18 around like, well, where else can we do this? Where else  
19 can we put a bike lane or a stoplight?

20 And that can really get people engaged in a  
21 bigger transportation planning and policy discussion,  
22 starting from really small improvements that are places  
23 that are very personal to people for the period of time  
24 where their kids are going to school.

25 MS. RAITT: This is Heather. We don't have any

1 public comments so far.

2 COMMISSIONER SCOTT: Okay. Great. So if you  
3 would like to make a public comment and you're in the room,  
4 please be sure to get a blue card and get those to Heather.

5 If you're on the WebEx just remember to raise  
6 your hand on the WebEx.

7 We are also happy to take written comments and  
8 will be taking comments periodically throughout.

9 But if there's no public comments right now, we  
10 have about five more minutes for questions from the dais.

11 Do we have a couple more questions from folks  
12 here?

13 COMMISSIONER RECHTSCHAFFEN: This is Cliff  
14 Rechtschaffen. I kind of had a follow-up to Commissioner  
15 Douglas's question and too bad Katie is not here.

16 I was really struck by all the extraordinary  
17 efforts she had engaged in to make up for the deficit in  
18 the Sacramento City planning process. But that's not  
19 sustainable.

20 So the question I suppose is what structures do  
21 we need to have in place to have permanent capacity to  
22 replace what Katie and her group did permanently? Maybe  
23 it's the one-stop-shopping efforts which are either  
24 physically or virtually in a community is part in that  
25 direction. I don't know if there are other thoughts.

1           We've just talked about partnering with the  
2 philanthropic community for that.

3           But if we're going to strategically use our  
4 investment and outreach and technical systems, where should  
5 we put it to make sure that we don't have to rely on heroic  
6 efforts when government is overlooking the community?

7           MR. ABULARACH-MACIAS: Something that I know  
8 exists in many of the disadvantaged communities as  
9 identified by CalEnviroScreen are already environmental  
10 justice organizations working on these issues in those  
11 areas.

12           So I think they're probably the places that you  
13 should turn to first, because community already has built  
14 relationships with them and probably could be a great  
15 access point to turn to. And so investing or communicating  
16 openly with a lot of the environmental justice  
17 organizations across the state.

18           COMMISSIONER SCOTT: So I did receive one public  
19 comment, so we will take that one comment and then we will  
20 transition to our 11:45 panel. And that's Monica from SGC.

21           MS. PALMEIRA: Hi. Good morning, everyone.

22           I was trying to hide in the corner, but then Matt  
23 called me out. So I thought -- and thank you, Veronica, as  
24 well. So I thought I should show my face.

25           So I really appreciated the conversation today

1 about outreach and community engagement and I work closely  
2 with almost all of you.

3 I just wanted to offer a reflection from my role  
4 and where I am at Strategic Growth Council that I think has  
5 led us to have some really important relationships that  
6 have facilitated the work that we do today and really help  
7 build that trust with communities. And it is actually  
8 fairly simple.

9 You know, first is -- my whole job -- me, myself  
10 -- is to do outreach. That's what I do and that's my whole  
11 job.

12 Second, I was hired based off of my experience in  
13 community engagement and organizing, like Jeanie. I think  
14 that was recognized as an important background to have for  
15 a job like this.

16 And then third, and importantly, I was given the  
17 room, the time, the flexibility, and the travel budget to  
18 travel around the state and meet with folks one-on-one not  
19 for a workshop, not with an agenda, but just to meet  
20 people.

21 Matt, I think the first time we met was at a  
22 Starbucks outside of Carousel Mall in San Bernardino. And  
23 we talked for like two hours, and that's why he feels like  
24 he can call me out in front of all of you important people  
25 today, because you know, we were able to have that informal

1 interaction.

2 I feel like for a lot of my counterparts at other  
3 agencies, that privilege is afforded to people in higher  
4 levels of leadership and not staff folks like myself.

5 So I just wanted to put that out there for you  
6 all, because I think it's allowed us to be able to build  
7 some programs and be able to deliver on community feedback  
8 because we have those relationships in place, because we  
9 were given the room to create them to start.

10 So thank you so much, everyone, and thank you for  
11 being here.

12 MS. WARD-WALLER: Monica, before you go away, I  
13 want to ask you a question.

14 Matt talked about community-based organizations.  
15 There's another barrier to, you know, community-based  
16 organizations being able to access, having the capacity to  
17 use government funds. And I think that's something that  
18 SGC has like really been looking for innovative ways to --

19 MS. PALMEIRA: Yes.

20 MS. WARD-WALLER: -- you know, have more  
21 flexibility there. And so in terms of institutionalizing a  
22 -- you know, kind of a pilot practice, I think there's a  
23 whole lot to learn from what SGC is doing and working with  
24 and directly funding the community-based organizations that  
25 already have trust.

1 MS. PALMEIRA: Yeah. Just a quick note on that.  
2 My colleagues at Caltrans and Air Resources Board that are  
3 here that were working on these subcontracts with  
4 community-based organizations to do outreach as part of  
5 technical assistance work, it's not easy work and we're  
6 literally -- quite literally navigating that right now.

7 But I think we are learning some important  
8 lessons that we look forward to sharing with folks moving  
9 forward.

10 COMMISSIONER SCOTT: Okay. Thank you.

11 Will you please join me in thanking our excellent  
12 first panel. Thank you for taking the time and bringing  
13 your great insights to us.

14 We are going to tee up Panel Number 2, which is  
15 addressing barriers to clean energy in multifamily building  
16 infrastructure.

17 While they are making their way up there, I'll  
18 just remind folks that if you are interested in making a  
19 public comment and don't have a chance during our short  
20 period, we will have another period at the very end of the  
21 meeting.

22 And you are also more than welcome to submit  
23 comments to us in writing, and we will let you know how to  
24 do that at the end of the workshop.

25 So as soon as our folks get up at the table, we



1 will let Panel Number 2 get going.

2 MS. RAITT: This is Heather again. Our second  
3 panel is moderated by Bryan Early from the Energy  
4 Commission.

5 And just one more reminder to please go ahead and  
6 identify yourself each time you speak because we do have a  
7 fair number of folks on WebEx participating remotely.

8 Thanks.

9 MR. EARLY: Hi, everyone. My name is Bryan Early  
10 with the Energy Commission.

11 This panel, as was already mentioned, is going to  
12 be diving in on the issue of clean energy in multifamily  
13 housing.

14 This is a sector of housing which historically  
15 has been tough to tackle in terms of programmatic efforts  
16 to achieve energy efficiency and demand response and  
17 renewable energy and clean vehicles. And it's a huge  
18 sector of the state's housing stock and one that is  
19 particularly important to low-income and disadvantaged  
20 communities. And it's obviously a sector of our housing  
21 stock which is growing by share.

22 We have also been discussing here at the Energy  
23 Commission in our IEPR proceeding this year the need to  
24 really do a deep-dive in providing energy efficiency and  
25 other clean energy measures in existing buildings, and

1 particularly in multifamily structures.

2           So this is an issue -- area where it's both an  
3 imperative from the climate perspective and an imperative  
4 to meet our equity goals for the state.

5           So by way of -- oh, and of course the genesis of  
6 this panel was the recommendation in the SB 350 Barriers  
7 Report to do a deep-dive in providing clean energy in the  
8 multifamily sector for all the reasons that I already  
9 mentioned.

10           So by way of structure today, I wanted to, first  
11 off, have Eugene Lee who is the lead in putting together  
12 this multi-agency report, the Clean Energy in Low-Income  
13 Multifamily Buildings Action Plan, give a brief summary to  
14 those here of the process and the content and  
15 recommendations and the next steps from the report.

16           And then we wanted to hear from Michael Massie,  
17 and he'll be our case study to talk about new construction,  
18 which is pertinent.

19           And then we will open up for a panel discussion  
20 with both Eugene and Michael and also Maria Stamas from  
21 NRDC, Stephanie Wang from the California Housing  
22 Partnership Corporation and then Sarah Lerhaupt from the  
23 PUC.

24           So Eugene, do you want to get us started by  
25 giving a brief intro to the CLIMB report?

1 MR. LEE: Thank you very much, Bryan.

2 I thought about how to introduce this topic of  
3 yet another action plan, and so I creatively thought that  
4 how about explaining what it is in reverse and so if you  
5 actually were to read the title, it's actually a plan to  
6 act on buildings occupied by low-income multifamilies and  
7 provide clean energy opportunities. How's that.

8 So I think it's really important that we  
9 understand and we have this foundation as we use this term  
10 of "multifamily."

11 And I think of it in six buckets, essentially.  
12 That number one, we're thinking of deed restricted  
13 affordable housing, those properties that are occupied by  
14 low-income households.

15 And secondly, those that are actually rented as  
16 market rate developments but they're still inhabited by  
17 low- and moderate-income households.

18 And then the third would be the market rate where  
19 the household income is actually to meet those rent levels.

20 I mentioned six buckets because in the  
21 multifamily sphere, there's actually the new construction  
22 and then there's the acquisition and rehab. So there's  
23 essentially four basic buckets. And this action plan  
24 addresses four of those six.

25 We know that in the multifamily sector those

1 renters, as stated in our equity indicators report, that at  
2 least 40 percent -- at least those in Southern California  
3 Edison region, 40 percent of low-income multifamily  
4 customers experience an energy burden in the summer.

5 We know in the Barriers Study that 40 percent of  
6 low income live in multifamily rental housing. And  
7 according to the U.S. Census, 57 percent of those multiple  
8 family buildings in California were actually built before  
9 1979.

10 We know by real experience that state agencies  
11 are not necessarily all coordinated in their programs. The  
12 CLIMB Action Plan, the DNA is born out of the Barriers  
13 Study, as Rhetta had explained.

14 This is Recommendation 1(d), and I'm pleased to  
15 say that it was a long journey but well conceived. It was  
16 a -- the recommendation, as a reminder, was to develop a  
17 comprehensive plan focused on improving clean energy  
18 opportunities and increasing energy equity.

19 I'd like to pause on that word "equity," because  
20 I've heard this morning and we use it quite often. But  
21 depending on who you ask what equity means, it could mean  
22 very different things.

23 If you're a resident, you're seeking equal  
24 treatment under the law, you're seeking for equal  
25 opportunities. But if you're an owner, if you're an

1 investor, equity means the value or the investment.

2           It's my opinion that the CLIMB Action Plan  
3 actually embodies both of these themes, that they are not  
4 distinct, that there is value. There is a call for  
5 investment and yet we can also achieve social goals by  
6 using this common word "equity."

7           We heard from Tabetha and Rhetta about the need  
8 of collaboration in Panel 1, and I would like to think of  
9 collaboration as a line, not a dot. This action plan was  
10 created because of the continued sense of collaboration  
11 spearheaded by the SB 350 interagency task force.

12           And the content in the action plan was developed  
13 though one-on-one meetings with partner agencies, many of  
14 them that are in this room and are listening today. And I  
15 just want to give a shout-out and thank all of you and your  
16 staff and the time that you have spent to dedicate and  
17 strengthen the content of this action plan.

18           The CLIMB strategies include very -- multiple  
19 lead and supporting agencies. And so the responsibility is  
20 spread. It is not borne by one state department. And so  
21 as collaboration is aligned, continued collaboration is  
22 necessary to actually implement it. It does not stop with  
23 this final document at all.

24           And I would be reticent to say that if -- we  
25 didn't include local governments and these community-based

1 organizations as part of that collaboration to ensure its  
2 success.

3 I'm reminded by a quote by Mother Teresa who was  
4 overwhelmed in her burden and her calling and she had said  
5 "I can do things you cannot. You can do things I cannot.  
6 But together we can do great things."

7 And that is really in the DNA of this document.  
8 It's a powerful statement. And this is how we're going to  
9 achieve and actually implement this action plan, through  
10 this collaboration.

11 There are strategies that are dedicated for local  
12 implementation that relate to multifamily data sharing,  
13 leveraging of local funds and actually understanding what  
14 are those local pathways through program administrators to  
15 outreach to owners and tenants.

16 Part of the DNA includes this clean energy.  
17 Embodied in this is the energy efficiency and demand  
18 response, renewable energy, energy storage and, yes,  
19 electric vehicle infrastructure, which I will speak to  
20 soon.

21 The purpose of the CLIMB is to be adept and be  
22 forward thinking and improving and recalibrating this  
23 program delivery, as we look at multifamily programs  
24 identified in the plan and as we go forward in seeking  
25 long-term solutions.

1           A common comment that I receive about the CLIMB  
2 Action Plan is this: "It's so comprehensive. It's so big.  
3 Where do I begin? It's almost that paralysis by analysis  
4 because the document is so robust." It's much like a  
5 buffet. And "Where do I begin?"

6           And so I would recommend that we pivot and think  
7 of it more like a bento box. And so creating compartments  
8 where -- there are five compartments here, and it speaks of  
9 expansion and coordination among existing programs.

10          And secondly, developing a cohesive understanding  
11 of the multifamily market.

12          Here at the CEC, we're looking at what are those  
13 knowledge gaps. And also as we're launching with great  
14 excitement AB 802, our benchmarking program, we're  
15 collecting data on multifamily buildings in 2019. How are  
16 we improving the existing and future program design?

17          Fourthly, are we identifying the additional  
18 resources, and how do the deployment opportunities need to  
19 be tweaked, modified, brought together?

20          And speaking in "and" statements, as we increase  
21 strategic outreach, fifthly, in that awareness and that  
22 access.

23          And so I would invite all of us, and as we take  
24 this document, as robust as I've described it and this  
25 five-point framework, is that it sets up an opportunity to

1 look at it as a menu and to leverage each person's  
2 expertise to what they are strong in and to select a menu  
3 that we have identified.

4           These five strategies are broken down into 49  
5 sub-strategies. So, yes, it is a comprehensive document.

6           So when we met in May, we conducted a workshop  
7 here to invite this conversation about energy equity, and  
8 these were a couple of things that came up.

9           The importance of non-energy benefits, and the  
10 comment was made that -- I'm paraphrasing -- that benefits  
11 are benefits and that we do not need to necessarily  
12 bifurcate energy benefits with non-energy benefits. These  
13 are all benefits, and we need to think holistically.

14           There was continued support for the one-stop-shop  
15 concept and a need to extract and look at case studies of  
16 multifamily building programs that are succeeding and lift  
17 those elements that are working.

18           So in this final report, let me just say that we  
19 continued to collaborate and we received the public  
20 comments. So we got added car sharing to the document and  
21 EV infrastructure. We incorporated and recognized the non-  
22 energy benefits about carbon emission reduction as well as  
23 the comfort, health and safety.

24           We updated the time frames for the respective  
25 strategies, working with our other state departments,



1 recognizing that there's more work to go and implementation  
2 discussions to be had. And we have also updated the  
3 current activities in the appendix of the plan, to actually  
4 showcase those strategies and activities that are relevant  
5 to the current CLIMB strategies outlined in it.

6 I'm pleased to introduce Michael Massie and he's  
7 with Jamboree Housing who will example an award-winning  
8 multifamily development. It's an affordable development,  
9 and I think it really exemplifies how we are now including  
10 clean transportation together.

11 This development was assisted through a state  
12 program funded from the GGFR fund, through CARB,  
13 administered by the Strategic Growth Council and  
14 implemented by my former department, HCD.

15 And I was part of the original work to design  
16 this program. It was a very transformative program that  
17 realized that there is a need to integrate and cross lines  
18 between the transportation sector and the affordable  
19 housing sector.

20 And the CLIMB strategy is all about connections.

21 As we increase EV infrastructure -- and  
22 "infrastructure" is a good word in that we recognize that  
23 infrastructure is really the word that binds us as a  
24 society.

25 We exist in a society where we drink common

1 water, we enjoy clean energy together. And we live  
2 comfortably and we seek that all neighbors live comfortably  
3 in the summer and winter.

4 Michael.

5 MR. MASSIE: Thank you, Eugene.

6 Good morning, Commissioners. As Eugene said, my  
7 name is Michael Massie. I'm the Senior President of  
8 Finance for Jamboree Housing Corporation.

9 Jamboree is a 501(c)(3) nonprofit affordable  
10 housing developer with properties throughout the state of  
11 California. We have about 8500 units throughout the state.  
12 There are 17,000 Californians that make their homes in our  
13 properties. It's 50 developments in 30 communities  
14 throughout the state.

15 And on each of those, we've found them to be  
16 complex. We were thrilled to do this work. It's necessary  
17 work, it's vital work. It has to be part of our future.

18 What we've found is these are enormously complex  
19 projects. It's all the complexity of a typical real estate  
20 transaction with the added complexity of multiple layers of  
21 financing from both the public and private sectors.

22 So making those work is a difficult dance that is  
23 really what we at Jamboree consider our core competency.  
24 Complexity is something I'm going to say a lot over the  
25 next several minutes as I walk through this project.

1 I'm going to throw out another couple phrases  
2 that you are going to hear again and again and again. One  
3 of those is because of that complexity, in order to work  
4 our way through that, we need to partner. We need to  
5 identify partners throughout the process and that's how all  
6 these developments get done.

7 Another term I'm going to use, and this is  
8 probably just me personally but "silver bullet." I look at  
9 housing -- this has been my life's work and this is  
10 something I'm extraordinarily passionate about. I'm going  
11 let you know there's some bias as we walk through this  
12 example. But I see housing as a silver bullet for a large  
13 number of issues that we deal with as a society.

14 And I'm going to spend a good deal of time  
15 talking about energy and sustainability as a significant  
16 part of that. But also know that housing addresses crime  
17 and economic development and education and healthcare and  
18 everything else that we do. It's an extraordinarily vital  
19 thing. So, again, forgive my bias as we kind of walk  
20 through this.

21 I like to have lots of visuals, particularly on  
22 this project. We're talking about a development very, very  
23 close to us. In fact, we don't need a whole lot of visual  
24 aids. If we had a window that would actually be a pretty  
25 good visual aid.

1           This is almost a literal stone's throw from where  
2 we are just across the river in West Sacramento. And with  
3 these deals, I like to talk about the origin stories and  
4 how they started. And on this development it's  
5 particularly pertinent because of that partnership.

6           This project is in the redevelopment agency of  
7 West Sacramento. So we are immediately adjacent to Raley's  
8 Field and just off right -- located directly on Tower  
9 Bridge Gateway which is the entrance to West Sacramento.

10           And the work and forethought that the city of  
11 West Sacramento has put into redeveloping that area has  
12 been considerable and it's one of the reasons that we  
13 wanted to be a part of it.

14           The city had planned on doing an RFP on this  
15 development. They had had some issues with soils and such  
16 on some previous developments in the immediate vicinity.

17           We were proactive about it. We had a  
18 relationship with some folks at the city but we were  
19 proactive about it. We didn't have any rights to the  
20 property. We didn't have any negotiating agreements, but  
21 we went in and we did some work.

22           We did some studies and proved to the city that,  
23 hey, we're going to be a good partner on this. It's going  
24 to be a complex deal and Jamboree wants to be along with --  
25 as part of this.

1           The city saw that and opted not to go through the  
2 RFP process. We think we probably would have won the RFP  
3 process anyway, but they opted not to because they wanted  
4 to move as quickly as possible on this really, really  
5 important development.

6           But it turns out that partnership was a key to  
7 the success. And as I sort of walk through this case  
8 study, this development itself is a perfect case study  
9 because it offers everything you want out of a case study.

10           There's a whole lot of things that we did really  
11 well that lead to why it was successful. There's a whole  
12 lot of things that we missed. We just didn't have an  
13 opportunity to do, and I'm going to talk about those as  
14 well. And, quite frankly, there's a number of things we  
15 got really lucky on, but we got lucky because of those  
16 partnerships.

17           I believe the very old saw, the more prepare the  
18 luckier I get. And that was absolutely the case on this  
19 development as we went through it.

20           So we can see -- again, just a quick overview of  
21 kind of where we are. And this is prior to our development  
22 and our site is right smack in the middle of that picture,  
23 like I said, immediately adjacent to the easily spotted  
24 baseball stadium.

25           But this is at the forefront of all of West

1 Sacramento's planning and has been a recipient of a lot of  
2 their efforts, especially from redevelopment which the --  
3 even without the resources available, they're still trying  
4 to move towards developing that and they've been very, very  
5 successful at it.

6 But they certainly wanted -- they see this as an  
7 important vital part of the development of West Sacramento,  
8 wanted to include affordable housing as a significant part  
9 of that and saw that. And that's one of the reasons,  
10 again, why we wanted to part of it.

11 What we've developed -- if we can go to the next  
12 slide -- is the first phase and there is a second phase  
13 coming of 77 family affordable housing -- 77 affordable  
14 housing units, one, two and three bedrooms.

15 This is for large families. A hundred percent of  
16 the units are set aside for families that are low income,  
17 but again because this is on the Tower Bridge Gateway, the  
18 city really wanted retail to be a part of that, so we have  
19 developed retail on the ground floor. This is a showcase  
20 for the city. And, again, it's that relationship with the  
21 city all the way through that has gotten us to the success  
22 that we need to.

23 If we can go to the next slide.

24 I'm a numbers guy, so this is always my way into  
25 a deal. But this is essentially a \$30 million development,

1 29,348,799. This is a very typical standard capital  
2 structure for an affordable housing development. We get a  
3 significant chunk of our financing from our low-income  
4 housing tax credit equity. That's the 15 million 773.

5 We also have some conventional debt that we're to  
6 support by the operations of the property. The city,  
7 through the land donation and with a little bit of gap from  
8 some redevelopment funds that were left over, were able to  
9 put those into the deal so that got us very, very close.  
10 And that left us with a gap of about \$3 million.

11 And as we were going through this development,  
12 this is one of the places where we got lucky. And just as  
13 we had applied for low-income housing tax credits and were  
14 looking at a structure facing this gap -- which normally  
15 would have been filled by redevelopment funds but those had  
16 disappeared -- the AHSC program came into play and we were  
17 able to get into the first round of application.

18 And our project, because of the planning and  
19 because of the requirements from the city and some of our  
20 other funding sources, primarily the low-income housing tax  
21 credit, we were already prepared to be a very energy  
22 efficient building. We were already meeting a lot of the  
23 qualifications of AHSC.

24 But with the additional funding, we were able to  
25 get all the way there and take additional sustainable

1 measures which improved the sustainability of the project  
2 itself.

3           And I think that's something I really want to  
4 touch on is that energy efficiency of building a  
5 sustainable product -- multifamily development absorbs a  
6 tremendous number of resources, both from a financial  
7 standpoint and from a material standpoint. It takes a lot  
8 of energy to build one of these deals. It takes a lot of  
9 energy to produce the materials to build these deals. It  
10 has to last a long time.

11           And by building something sustainable that does  
12 last for a long time. That in and of itself is an energy  
13 efficient measure and a sustainable measure.

14           So we were able to apply for the AHSC program and  
15 were awarded \$2.6 million. Jamboree decided to fill in the  
16 rest of the gap by deferring about \$600,000 of our  
17 developer fee. But that's how the capital structure came  
18 together.

19           So as part of the AHSC award, and again we  
20 applied as a partner with the City of West Sacramento, the  
21 housing development portion was \$2.6 million, the city was  
22 also awarded \$4.1 million in transportation-related  
23 infrastructure, which -- again the city, by being prepared,  
24 by doing the work in advance, was ready to step in and had  
25 plans available to provide that infrastructure, had been



1 looking for funding for it anyway.

2           And so it timed out very, very nicely and that's  
3 part of the lucky part that we got to.

4           In terms of the sustainability measures within  
5 the building itself, there's a long list that I have and we  
6 can talk about all the little small ones if you'd like and  
7 we can get into nontoxic insect pest control and have a  
8 long conversation about that.

9           But you might notice on my slide, I very subtly  
10 drew your attention to just one of the sustainable  
11 measures.

12           Affordable housing with access to transportation.  
13 A transit-oriented development that contains affordable  
14 housing is a gigantic sustainable measure. Just by  
15 building the building itself, without any of the measures,  
16 it's a tremendous step in energy efficiency.

17           By having 77 families located near jobs, near  
18 schools, near grocery stores, near libraries, near  
19 healthcare, we are reducing by a significant measure the  
20 greenhouse gases that would be produced by those folks  
21 having to live in areas where it might be more affordable.  
22 It's one of the reasons I'm a big believer in affordable  
23 housing. Every affordable housing development that we can  
24 build, we are able to achieve goals.

25           So when you look at that \$29 million capital

1 stack, the \$2.6 million is not that much of it, but we look  
2 at that as our last-mile financing.

3 On any deal that we do -- we look at that \$30  
4 million on every deal and we know we can get 15 million  
5 from tax credits and we know we can get a couple million by  
6 the building supporting itself and we can probably get a  
7 couple million from the city on every deal.

8 And there's always that gap, and that's what we  
9 spend our time doing. That's our secret sauce. That's the  
10 work that we do is finding that gap.

11 And by AHSC coming in and making that -- bridging  
12 that gap and making this deal feasible and realistic, we  
13 were able to -- it made the deal happen. The deal  
14 literally would not have happened without that.

15 So we're able to --

16 COMMISSIONER RECHTSCHAFFEN: I'm sorry to  
17 interrupt --

18 MR. MASSIE: No, no, please. I'm a better  
19 conversationalist than I am a speaker.

20 COMMISSIONER RECHTSCHAFFEN: Is this literally  
21 the representation? Because you have to quantify the GHG  
22 benefits from the project. Does this literally represent  
23 the share as compared to the other sustainability elements  
24 or are you just drawing our attention --

25 MR. MASSIE: No, I was just drawing -- but --

1           COMMISSIONER RECHTSCHAFFEN: Is it a significant  
2 share. Could -- without having to --

3           MR. MASSIE: It is. And I apologize. I actually  
4 have the application over in my bag over there, but I don't  
5 know the numbers off the top of my head. But, yes, it is a  
6 significant share of it. Yes.

7           But there were also other benefits.

8           So on the next slide, the \$4.1 million that went  
9 to the city for their transportation-related infrastructure  
10 was also a very vital and important part of what we were  
11 able to achieve here as well.

12           Again, the city had lots of plans on this  
13 already, so you can see a large portion of that and their  
14 restrictions on where we can spend this money, but the vast  
15 majority of it on hard construction costs but also the  
16 engineering that goes along with it and some of the  
17 wayfindings and signs. And you'll see the results of that  
18 in just a second.

19           But on the next slide, you can see, the city had  
20 already planned this as a major transportation corridor,  
21 currently for buses but also the streetcar. I apologize,  
22 the current status of the streetcar is a little outside of  
23 my expertise, so I'm not going to speak to it, but it was  
24 certainly part of the planning as we were developing this.

25           You can see this is prior to our construction.

1 This is a major thoroughfare, and this is going to be a  
2 developed area. There's going to be increased density,  
3 there's going to be increased development through here.

4 It isn't there yet, but the transportation is  
5 there and we wanted to make sure to accommodate that and  
6 include it, both from the bus standpoint and the streetcar  
7 standpoint and from bicyclists and pedestrians as well.

8 So on the next slide, you get a little bit of  
9 idea of what the finished product looks like. We were able  
10 to extend some of the bike paths so a lot of infrastructure  
11 in terms of creating the stop itself, a wayfinding, the  
12 enhanced medians. A tremendous increase in accessibility,  
13 both from an ADA standpoint and in pedestrian standpoint,  
14 access to the stop with a mid-block crosswalk. Additional  
15 signaling and signs.

16 Just a tremendous amount of work and really made  
17 a difference and an impact.

18 As a bonus -- and this is something, again, where  
19 I think we got lucky -- as the city was presenting their  
20 plans and saying, okay, we have these things, we're going  
21 to implement them, there's going to be some -- we're going  
22 to be tearing up some of the streets, we're going to be  
23 doing some work out there, it timed out nicely as they  
24 identified some sewer work that needed to be done and storm  
25 water work that needed to be done throughout the city.

1           So they were able to create some efficiencies and  
2 tap into Community Investment Fund investments in order to  
3 get some of that work done at the same time that they're  
4 doing it so that we don't make this investment now and then  
5 five years later have to tear it up to make that  
6 improvement.

7           So, again, it's that involvement with the city,  
8 that partnership with the city, the foresight of the city  
9 and -- for them to take the leveraging opportunity that was  
10 presented by this investment and pair it with other  
11 investments to make it a successful venture above and  
12 beyond just the \$4.1 million.

13           So we did a lot of things very well. I think the  
14 idea of just building affordable housing and partnering  
15 with the city a visionary development and leveraging that  
16 with other programs.

17           I think that given just the timing of this  
18 development and because we were in a crisis without -- with  
19 the elimination of the redevelopment agencies, we were  
20 scrambling and looking for anything that we could find. We  
21 happened to be a very good position to take advantage of  
22 AHSC when it came out and so that worked out well, but we  
23 had to move very, very quickly.

24           So we didn't have an opportunity really to search  
25 out other partnerships with utilities to make electric

1 vehicle accommodations, which is something that I wish we  
2 had done. But given the timing and where we had to go and  
3 how quickly we had to move, that was one of our issues.

4           And that's always an issue that we have because  
5 these developments are enormously complex and take a long  
6 time. Once they start rolling -- and our funding sources  
7 come with very severe penalties in terms of not being able  
8 to perform. So sometimes we just have to go, and we don't  
9 have time to foster those relationships.

10           But earlier involvement, as we've seen with later  
11 AHSC deals, allows us an opportunity to really explore  
12 those partnerships and really leverage them as much as  
13 possible.

14           The other ongoing piece is, because affordable  
15 housing developments by definition have several component  
16 parts to them from a capital structure, there's always  
17 multiple layers of financing, making them work together is  
18 always a challenge.

19           And making AHSC work with four percent tax  
20 credits and nine percent tax credits and taxes and bonds  
21 and other HCD developments and with what we hope is a new  
22 flood of money and opportunity coming from the ballot  
23 measures that are upcoming, there are going to be  
24 challenges with integrating those with other programs as  
25 well. That's always a problem.

1           The constant problem, the top line problem for us  
2 is always money and we're -- because these are enormously  
3 complex deals and getting more expensive every day, every  
4 month. As construction costs increase and land becomes  
5 even more scarce and difficult to find, they are just more  
6 and more expensive by an order of magnitude. And with  
7 diminishing resources, making those work, that's always a  
8 constant challenge.

9           There's also the idea that some of these programs  
10 -- and you're starting to see this I think a little bit  
11 with AHSC -- is it has been an enormously successful  
12 project -- or program. And like with the low-income  
13 housing tax credit, success attracts a lot of attention and  
14 attracts a lot of people that want to hang additional  
15 requirements on the program as well.

16           So that's I think a danger on a going-forward  
17 basis. It's a little bit of a victim of a successful  
18 program.

19           And lastly we are -- as I don't think I have to  
20 tell anybody in this room, anybody in this city, anybody in  
21 this state, we are in the midst of a very severe housing  
22 crisis. And we are pleased to see the legislature and the  
23 voters of California responding to that, and that's great.

24           However, because what sometimes happen in a  
25 crisis is, okay, let's build as much housing as quickly as

1 we possibly can, some of the other things get left on the  
2 side of the road. And I think I -- I have some concerns  
3 that as we do that, sustainability might be one of those  
4 things that we're going to have to keep an eye on. That as  
5 we respond to this crisis, as we build as much housing as  
6 we possibly can as quickly as we can, we don't forget that  
7 the long-term sustainability measures that are required for  
8 a successful housing plan.

9           So, again, I appreciate all of your time. And as  
10 I said, I'm a better conversationalist than I am a speaker.  
11 So I look forward to your questions in the Q and A period.

12           MR. EARLY: Thank you very much, Michael. That's  
13 a really exciting project.

14           So I think now we're going to turn to a panel  
15 discussion and encourage everyone here to respond to a  
16 series of open-ended questions.

17           And apologies in advance for -- this is an open-  
18 ended and complicated issue, but I thought we might start  
19 off -- so Eugene referenced that this is a market with  
20 many, many segments.

21           And so maybe we could discuss a little bit more  
22 in-depth what some of those segments are and then what  
23 specific strategies are unique to particular segments and  
24 what are some common threads in terms of achieving  
25 increased DERs in multifamily buildings.



1 MS. STAMAS: I can take that one. Thanks, Bryan.

2 This is Maria Stamas. I'm director of Energy  
3 Affordability with the Natural Resources Defense Council.

4 And I also work primarily on an energy efficiency  
5 for all coalition effort within California, which is a  
6 multi-organizational effort with affordable housing,  
7 environmental stakeholders, public health stakeholders,  
8 including California Housing Partnership that's here. And  
9 we collectively advance healthy and affordable energy  
10 solutions for this sector, the low-income multifamily  
11 sector.

12 So we've learned a lot in the last five years  
13 that we've been really focused on this. And one of the  
14 things that we learned in the very beginning was that while  
15 multifamily sector may seem niche, there's many subsectors  
16 within it.

17 Eugene described some of the buckets. You know,  
18 there is the affordable housing that Michael's development  
19 is part of that has deed restrictions often so that rent is  
20 maintained over a set period of time in the long term.

21 And then there's also this category of housing  
22 that's often termed as naturally affordable. But it's  
23 really market rate housing that often has a lot of deferred  
24 maintenance. And a lot of low-income families may live  
25 there, but there are no rent protections on that housing.

1           And that's actually about 80 percent of the low-  
2 income multifamily housing that's out there, and it's often  
3 the most neglected housing. But as we look at solutions  
4 and the prospects of investing a lot more energy efficiency  
5 dollars into that housing, we also have to be mindful about  
6 displacement and gentrification that could result from  
7 that.

8           So there's definitely solutions out there, but  
9 that's a particular market segment that needs attention but  
10 also needs more intersectional policy solutions that go  
11 with it.

12           And then even within those two main categories of  
13 low-income housing, there's farmworker housing in the  
14 Central Valley that also has certain nuances that need to  
15 be taken into account.

16           So just the importance of looking at tailoring  
17 the solutions for the particular market segment and not  
18 leaving any of the segments out I think is really  
19 important.

20           Bryan had also asked if I would speak a little  
21 bit just to the scale of what we are talking about and give  
22 a sense of the proportion among that. But why is  
23 multifamily housing important in the first place and low-  
24 income multifamily housing.

25           And, you know, there's a recent report that came

1 out in California that said that 40 percent of our entire  
2 population right now lives at or near the poverty line.  
3 And nearly half of folks who are at the poverty line live  
4 in multifamily housing. So that's about 2.25 million  
5 households.

6 That's a lot. That's about 7 million people. So  
7 this is not like a small issue. This is actually a lot of  
8 us here in California. And if we want to talk about  
9 actually addressing both the need for deferred maintenance,  
10 public health issues it's going to take a lot of  
11 investment. And that's something on the order of about  
12 3,000 to 4,000 per unit minimum to do a comprehensive  
13 retrofit that addresses -- you know, deeply saves energy in  
14 the course of 50 percent.

15 And that's also addressing deferred maintenance,  
16 public health issues at the same time. If you do a simple  
17 back-of-the-envelope calculation, that's 8- to \$9 billion  
18 so that's a huge thorny problem.

19 So when we talk about split incentive is  
20 challenging, where are we going to find that 8- to \$9  
21 billion investment? It's going to require widening the  
22 scope of our lens so that we are both looking at energy  
23 efficiency budgets that utilities have but we're also  
24 looking at public health funds.

25 Affordable housing is often viewed as a

1 prescription for public health issues that residents are  
2 facing. We're looking at we want a flexible grid, but of  
3 most of the rental housing doesn't has even have -- has  
4 manual thermostats so smart grid thermostats aren't going  
5 to really work for this sector.

6 We need to do a much larger investment, and  
7 there's value there that goes beyond just energy efficiency  
8 but gets into demand response and supporting our grid.

9 So I could go on and on, but I'll stop there,  
10 that there's tailored solutions and that this is a big  
11 problem that requires an intersectional approach.

12 MR. EARLY: Well, maybe we could focus a little  
13 bit more -- obviously, that's a huge dollar sign need.  
14 Maybe we can talk about what the existing streams of funds  
15 are and where the gaps are, and not just in the scale of  
16 the amount of money that's needed but the strings that come  
17 attached and how we can take some of the strings away.

18 MS. WANG: Sure. I'm Steph Wang with the  
19 California Housing Partnership, and as Maria mentioned, we  
20 work together on energy efficiency for all on other  
21 coalitions.

22 As a background, the California Housing  
23 Partnership has been working with nonprofit affordable  
24 housing providers and housing authorities for 30 years,  
25 providing expertise on financing affordable housing,

1 specific deed restricted. So, you know, really stacking  
2 those really complex financial opportunities together and  
3 stream.

4           And I wanted to make sure before I delved into  
5 the details of gaps in financing that I went a little bit  
6 bigger picture first. It's helpful that I just came from  
7 the California Adaptation Forum. Actually it was really  
8 cool because yesterday I was part of their new trend where  
9 they now have a track that's equity focused in adaptation.

10           And so I was on a panel with these really great  
11 speakers talking about the intersection of housing equity  
12 and climate resilience. And it really got me thinking  
13 about how our efforts to address the climate crisis really,  
14 really have to go hand in hand with the housing crisis.

15           In fact, the reason why there was the SB 350  
16 Barriers Report and why there was so much community support  
17 for all of this work has been because energy -- because  
18 it's about energy burdens. And if you come down to what  
19 energy burdens are about for low-income and disadvantaged  
20 communities, a lot of it is really linked to housing  
21 burdens, right?

22           And that's where my organization is interested in  
23 this work, because our focus is on getting access to  
24 resources for low-income California renters and supporting  
25 the affordable housing to reduce those housing and energy

1 burdens.

2           When we think of it in that context, then you  
3 start thinking about the solutions a little bit  
4 differently.

5           I liked how Eugene started the conversation with  
6 let's read the report description backwards, right?  
7 Thinking about who it's for, what the goals are, that we  
8 are ultimately trying to serve the underserved, and what do  
9 they care about, right? What do -- our community members  
10 really are concerned about their housing costs, their  
11 energy costs and how it fits together.

12           So when we -- and this starts touching into what  
13 Michael was concerned about. If we come up with solutions  
14 that are mostly about getting energy efficiency and clean  
15 energy into buildings, then we don't think about could we  
16 be unintentionally reducing access to affordable housing,  
17 right, by making it harder to build affordable housing  
18 instead of thinking of ways that we can uplift climate  
19 healthy housing and support more affordable housing at the  
20 same time.

21           So that was one of the things about the  
22 Affordable Housing Sustainable Communities Program that is  
23 so important to us. My organization does a lot of  
24 partnerships for supporting that program with the  
25 Sustainable Communities for All and the -- sorry,

1 California Coalition for Energy -- I'm sorry. I'm having  
2 one of those moments. I'm getting all of my acronyms mixed  
3 up.

4 I'm going to slow down a little. Too much  
5 coffee.

6 So -- and I wanted to note that we have an  
7 upcoming report coming out with more data about the  
8 benefits of the AHSC program, including a preview of some  
9 numbers.

10 So far the program has invested in 77  
11 developments across the state, investing more than 707  
12 million statewide. And the awarded developments will reduce  
13 more than 1.8 million metric tons of carbon over the course  
14 of their operating lives, removing approximately 11,631  
15 cars from the road.

16 And, you know, that's just the tip of the  
17 iceberg. So I will be sharing that with the list as soon  
18 as we have our Round 3 analysis report done.

19 But also I wanted to get more into more of the  
20 programs that directly touch our agencies.

21 So we are -- something that we've been thinking  
22 about a lot about as a bunch of nonprofit organizations  
23 that I'm working with, we are part of the Solar and  
24 Multifamily Affordable Housing Program team.

25 We're helping -- it is really an amazing

1 opportunity where the CPUC's program is going to be  
2 administered and delivered and the outreach done by not  
3 just the usual folks but a lot of us who have deep ties to  
4 affordable housing, to the disadvantaged communities that  
5 we work in. And we're all going to be working together to  
6 try to make this program really benefit low-income renters  
7 and partnering with coalitions like Energy for All to try  
8 to make sure that we get the details right in the program  
9 design.

10 But while we're super-excited by this  
11 opportunity, we also recognize that it's just for existing  
12 affordable housing, and so there remain gaps.

13 One is, as I was starting to talk about, the need  
14 to make sure we don't create barriers to access to more  
15 affordable housing. We really appreciated the CLIMB Action  
16 Plan called out that we need to retain access and continue  
17 programs that provide distributed energy resources for new  
18 construction as well and not just existing properties.

19 This is something -- the new solar homes  
20 partnership is sunseting of course and at the same time,  
21 the Energy Commission of course has approved -- or are  
22 moving forward with the code requirements for all new  
23 housing to have solar.

24 And while we were really appreciative of the  
25 flexibility in the requirements, that we can use different



1 types of distributed energy resources to meet these  
2 requirements, we also recognize that adding new  
3 requirements while sunseting existing incentive programs  
4 is going to make this tougher because we really do have to  
5 worry about the last mile in getting these housing projects  
6 built. So we really wanted to highlight that gap.

7 Another one is that we need to make sure that  
8 community solar can work for new affordable housing.  
9 That's part one of the flexible options for compliance with  
10 the new solar code requirements.

11 And while we think that's terrific on paper,  
12 we're really excited about it in theory but we need  
13 demonstration projects, we need funding and cooperation  
14 with the great staff members here at the Commission we've  
15 been working with, to make sure that we can show that it is  
16 a usable option.

17 And then as for electric vehicles infrastructure,  
18 I really appreciate all the resources that are coming out  
19 to support this very important work. But we want to make  
20 sure that demonstration projects don't only focus on the  
21 technology and the outreach but also on demonstrating  
22 business models that actually work for affordable housing,  
23 because that is a really major gap right now.

24 I get approached regularly by folks in the  
25 electric vehicle business and by agency folks saying, "Hey,

1 do you guys want to do outreach? Do you want to be part of  
2 these programs to sign up multifamily affordable housing  
3 owners?"

4 And we say: Well, we actually had a webinar with  
5 a focus group of them and the feedback we got was: This is  
6 a really interesting concept and there's interest in car  
7 sharing with electric vehicles and other things. But in  
8 terms of who is going to pay for the electricity, how is  
9 that all going to work, it's very complicated and we don't  
10 have the resources to figure this out.

11 So I think there's a real opportunity there.

12 Thank you.

13 MR. EARLY: Thank you, Stephanie.

14 Sarah, do you want to give your perspective from  
15 staff at PUC in terms of what lessons we've learned from  
16 past successes and lessons learned in implementing these  
17 programs, sort of wrapping up the things that have been  
18 said?

19 MS. LERHAUPT: Thank you for that question,  
20 Bryan.

21 First, I just want to commend the California  
22 Energy Commission for the CLIMB action report. You made it  
23 really possible for all of us at individual agencies to  
24 really contribute effectively to that.

25 I know that it probably wasn't always easy. So

1 thank you so much for creating this document with areas of  
2 collaboration that we are really excited to get our arms  
3 around and move forward.

4 Now, to get to Bryan's question, the CPUC directs  
5 the investor-owned utilities to offer income-qualified  
6 energy efficiency programs for multifamily buildings.

7 And thanks in part to input from the public and  
8 the utilities, we have made some incremental changes to  
9 start addressing some of the challenges in offering low-  
10 income multifamily energy efficiency programs.

11 To date we have extended our single point of  
12 contact to low-income programs so multifamily building  
13 owners have an easy way to access many different types of  
14 programs that the PAs offer from both the energy efficiency  
15 side, DR, demand response, and electric vehicles.

16 We also have expanded affordable financing for  
17 multifamily building owners.

18 Sorry, I'm a little nervous. I'm going to take  
19 some water. This is my first time speaking to so many  
20 commissioners at once.

21 Back to the exciting world of finance.

22 COMMISSIONER RECHTSCHAFFEN: So many mean  
23 commissioners at the Energy Commission.

24 MS. LERHAUPT: Yeah.

25 COMMISSIONER RECHTSCHAFFEN: It's very difficult

1 to speak unlike the PUC who are all so nice.

2 MS. LERHAUPT: So we've expanded affordable  
3 multifamily finance options, like our on-bill finance  
4 program is now available all multifamily building owners.

5 Also, for our energy savings assistance program,  
6 we have directed IOUs for the first time to offer measures  
7 for common area so that way equipment in the building, like  
8 large central water heaters for the first time, can receive  
9 assistance through this direct install program.

10 We also are beginning to explore co-funding. So  
11 the ESA program, Energy Savings Assistance Program, is  
12 working with LIWP, the Low-Income Weatherization Program,  
13 to combine our efforts so that way we can maximize health  
14 and achieve higher energy efficiency for participants.

15 And last but not least, we are also thinking  
16 about how we can design programs that benefit both tenants  
17 and owners like our virtual net energy metering which  
18 allows removal energy credits to be split between both  
19 tenants and owners.

20 And on the other side of the house for our market  
21 rate programs, our regional energy networks have done a  
22 good job in working with local governments to help expand  
23 participation for multifamily building owners as well as  
24 our preference towards hard-to-reach and disadvantaged  
25 communities.

1           And thinking about how we can use this  
2 information going forward in making the CLIMB Action Plan a  
3 reality, our program administrators have a deep  
4 understanding of the multifamily market, and a lot of that  
5 information has been shared publicly.

6           We have our multifamily sectors and indicator  
7 metrics which are coming out soon, our low-income program  
8 monthly and annual reports, and our periodic low-income  
9 needs assessment, to name a few.

10           And as stated in the CLIMB Action Report it's  
11 going to be really integral to all of our agencies' success  
12 to be sharing that information and to becoming increasingly  
13 aligned so that way we can help support both our agency's  
14 individual goals and we can really leverage all of our  
15 program offerings.

16           So information is critical to understanding the  
17 energy efficiency potential in the multifamily sector and  
18 for designing custom programs. I know you've already heard  
19 that from many people today, but we cannot take action  
20 without information. And one of the great roles that we  
21 can provide as a government agency is supplying actionable  
22 information.

23           So we are very excited about the CLIMB Action  
24 Report because although, while individually the CPUC cannot  
25 overcome all of the challenges inherent in low-income

1 multifamily building, like financing, metering, ownership  
2 structures, we know that working together our paths forward  
3 increase.

4           So I just want to echo what Eugene said before,  
5 and we are optimistic that the CLIMB Action Plan has  
6 highlighted some areas for partnership and collaboration  
7 that are really going to make a better future possible for  
8 low-income multifamily building residents in California.

9           MR. EARLY: Thank you, Sarah.

10           At this point, I think we can open up for  
11 questions from the dais.

12           COMMISSIONER RECHTSCHAFFEN: Stephanie, did you  
13 have any specifics in mind when you said that one thing we  
14 should focus on is demonstration projects for specific  
15 different business models -- in the EV infrastructure that  
16 work for affordable housing? We should be looking at  
17 testing different business models.

18           Do you have any specifics?

19           MS. WANG: I was thinking more in terms of a lot  
20 of times without that business models in mind, some of the  
21 Energy Commission or other pilot opportunities may read as  
22 technology demonstrations or may read in terms of not  
23 giving more points or recognizing the higher value of  
24 something that's really focused on new business models, and  
25 not just business models for the EV companies or other

1 charging providers but specifically to unlock the  
2 opportunity in low-income multifamily properties.

3 COMMISSIONER GUZMAN-ACEVES: I have another one  
4 for you, Stephanie.

5 You mentioned the phasing away from kind of the  
6 new developments' dependence on new solar home for building  
7 the solar component, financing that. And we are very  
8 excited about some of community solar offerings, both the  
9 in-community community solar offerings but also the not-  
10 directly-in-the-same-community Green Tariff shared  
11 renewable for disadvantaged communities.

12 And I wonder, is there a need for any sort of  
13 greater dialogue or technical assistance or -- you know, we  
14 obviously continue to improve those programs that are just  
15 really being developed and implemented by the utilities.  
16 They haven't started the RFP process yet for those  
17 projects.

18 It is a different model than on the actual site.  
19 It's a shared model and there's other values for doing it  
20 that way, particularly cost effective for the rate payer  
21 base as a whole. So I just wonder what is needed to kind  
22 of foster success by utilizing those newer options?

23 MS. WANG: I really appreciate that question. I  
24 think that some of what was recommended in the CLIMB Action  
25 Plan focuses a lot on interagency coordination.

1           And one piece that's been really unclear to those  
2 of us who have been watching it from a code compliance  
3 perspective is whether participation in some of those green  
4 tariffs would be considered compliance and what it would  
5 take to get participation in terms of -- whether it be the  
6 common area only or whether we would have to guarantee that  
7 all the tenants would sign up ahead of the new development,  
8 right?

9           And so we don't -- I think we actually -- so,  
10 therefore, to get an affordable housing provider to be able  
11 to feel comfortable that this is going to work, we're going  
12 to need funding and a dedicated demonstration project or  
13 use of an existing one. Like the CSD low-income  
14 weatherization program has a community solar pilot coming  
15 up, and we would also highly support use of that or use of  
16 another separate demonstration or both to demonstrate  
17 different ways that different types of community solar are  
18 unique.

19           I was planning to follow up with Eugene and other  
20 staff about how to do this but would love to keep that  
21 dialog going.

22           UNIDENTIFIED SPEAKER: (Indiscernible.)

23           CHAIR WEISENMILLER: But without a lead  
24 commissioner on this, right?

25           COMMISSIONER SCOTT: So I had a question for you



1 all.

2 I mean, I think both this panel and the last  
3 previous panel and also the two that we will have this  
4 afternoon, one of the things we've got up here on the  
5 screen or that folks can see on the WebEx and around the  
6 room are -- we spent time doing a study to really try to  
7 understand what the barriers are for low-income communities  
8 being involved in energy efficiency, renewable energy, the  
9 clean transportation revolution.

10 And then we came up with these recommendations,  
11 right? We have some recommended solutions and we're  
12 highlighting some of the agency actions that we've taken  
13 since then to make progress and also these case studies,  
14 which are showing highlights and demonstrations in the real  
15 world.

16 This is how this actuates itself in the real  
17 world. So examples of how we put the solutions and  
18 recommendations in place.

19 And so, Michael, my question is for you. You  
20 mentioned how complex all of this is and that the  
21 affordable housing project that you highlighted for us, the  
22 West Gateway, really hinged on having the AHSC funding come  
23 in place.

24 And I'm wondering if you have ideas about are  
25 there ways that we could make some of this more simple and

1 a little bit less complex, or does it just inherently have  
2 this complexity built into it?

3           And then I'm wondering if you might have tips or  
4 lessons learned -- and you highlighted some of those as you  
5 talked -- but for other developers so that we can kind of  
6 take this and push it out as solutions that others can grab  
7 on to?

8           MR. MASSIE: Sure, Commissioner. And thanks for  
9 the question.

10           Let me sort of take the last part first if I  
11 could but it's going to sound very familiar. And it's a  
12 lot of partnerships. And whether we're talking about a new  
13 construction tax credit typical affordable housing  
14 development or an acquisition rehab or a NOAH, naturally  
15 occurring affordable housing, in all of those cases, every  
16 case there is an opportunity to reach out and partner and  
17 to be as proactive as possible.

18           And because -- as Eugene mentioned and as is  
19 underlined in the report, it takes collaboration, it takes  
20 partnership. That's as much an end -- as a developer we  
21 try to think that we're masters of the entire process, but  
22 we're not. And we need lots of help in order to understand  
23 all the technicalities, and because each program is going  
24 to have its own peculiarities, it is just a matter of  
25 maintaining those partnerships.

1           And doing it on a one-off basis isn't helpful.  
2 It has to be done -- that's why as Jamboree, we like doing  
3 five projects in one city as opposed to just one, because  
4 then we have a relationship with the utility providers, we  
5 have relationships with the cities and the counties and the  
6 agencies as well.

7           But it really takes that ongoing proactive  
8 management of the partnership.

9           In terms of lessons learned, the other part is --  
10 and what can be done to make it simpler is an awareness of  
11 the designers of the program of the other programs that are  
12 out there.

13           My favorite thing in the entire world to talk  
14 about is the low-income housing tax credit. And a couple  
15 times a month I'll get together with any kind of group and  
16 talk about the low-income housing tax credit. It is a  
17 really fascinating subject, I assure you.

18           But anybody that is working in the affordable  
19 housing anywhere in the affordable housing world has to  
20 have an understanding, at least basic understanding of the  
21 low-income housing tax credit and the requirements of that  
22 program. It's a driver of 95-plus percent of affordable  
23 housing that's developed in this country.

24           So having an understanding of that and what the  
25 pressures are of at least that one program as well as maybe

1 some -- maybe not all the other ancillary programs.

2 And, by the way, fingers crossed, there's a lot  
3 more coming with the ballot measures in November. But  
4 there are going to be ongoing programs.

5 Like I said, anybody touching the industry having  
6 some familiarity with those programs and processes would be  
7 helpful.

8 CHAIR WEISENMILLER: How did the Trump tax reform  
9 affect the availability of affordable --

10 MR. MASSIE: I'm glad you asked that because I  
11 actually -- I like the way -- the nomenclature as well. I  
12 actually share an alma mater with the president and a  
13 profession. I actually am a Wharton educated real estate  
14 developer.

15 But, yeah, there was damage because the low-  
16 income housing tax credit is -- without getting into far  
17 into it, is based on the tax rate. The value of them is  
18 based on the tax rate. There was there was a diminishment  
19 in pricing.

20 We think that now it's not as bad as we thought  
21 it was going to be, because the industry now is mature  
22 enough that we can kind of absorb it, and there's a flight  
23 to quality. And a strong developer in a strong market with  
24 strong funding is going to have pretty good pricing, not as  
25 good as it would have been two years ago.

1           COMMISSIONER GUZMAN-ACEVES: This is maybe a  
2 follow-up for you, Mike, and also for Maria.

3           You mentioned, Maria, that I think 80 percent of  
4 this affordable housing stock is not deed restricted; is  
5 that right?

6           So I guess my question -- and really based on  
7 Katie's comment in the last panel about the need to have  
8 policies in place like gentrification, displacement  
9 policies and inclusionary policies.

10          It seems that certainly we want to continue  
11 investing in deed restricted affordable housing. But a  
12 bigger area we need to concurrently operate under is what  
13 are we doing in terms of our overarching local government  
14 policies around inclusionary housing, et cetera.

15          And what is our responsibility as, you know, the  
16 guiders of the environmental stewardship around local  
17 planning, be it VMT reduction or energy efficiency  
18 upgrades, to ensure those policies are in place? And if  
19 there are one or two, which should we be very cognizant of  
20 perpetuating or requiring?

21          MS. STAMAS: Thanks for that question. I think  
22 one of the -- one thing you can do that's fully in the  
23 Energy Commission's control and the Public Utilities  
24 Commission's control is when you're authorizing energy  
25 efficiency programs that invest in that market rate housing

1 that the -- that there's a contract that comes with the  
2 application that requires that rents not increase as a  
3 result of the funding and then to work to partner with  
4 other agencies to ensure that that contract is enforced.

5 So there's lots of models that use that, that  
6 have varying degrees of enforcement but New York NYSERDA  
7 has a program. Massachusetts has a multifamily program  
8 that has that contractual protection.

9 And then the Low-Income Weatherization Program,  
10 the multifamily version that's run through CSD's agency,  
11 they also have a contract in place that will need  
12 additional enforcement if we're actually going to ramp up  
13 investment, but that is a place to start.

14 COMMISSIONER SCOTT: So let me note we have one  
15 public comment. We said we'd do a little public comment  
16 after each of the panels. So unless we have any other  
17 burning questions from the dais.

18 Okay. I will turn then to the public comment,  
19 and that is from Jeanne Clinton.

20 MS. CLINTON: Hello. I'm Jeanne Clinton  
21 representing myself.

22 I read through the CLIMB plan yesterday and I  
23 just wanted to make a few observations about that.

24 First of all, it's pretty unheard for eight state  
25 agencies to collaborate on one plan document, so I think

1 that's amazing. And I don't know if the Governor's Office  
2 had to knock heads to have that happen or the agencies just  
3 saw the wisdom in collaboration.

4 But three observations about it.

5 One is it comes across as a "Okay. First, we're  
6 going to walk before we can jog, and maybe someday we'll  
7 get to run" kind of approach.

8 And I think what it gave up in the process was a  
9 vision, a sense of vision or outcome that's desired, what  
10 would a good outcome be. And I think that's going to be  
11 necessary for eight agencies to continue to walk together  
12 and learn to jog together as a team or something like that.  
13 So that's just -- vision I think would help for the  
14 outcome.

15 Related to that is eight agencies is a lot to  
16 maintain in some sort of collaboration format. And I would  
17 -- I think the plan is silent on perhaps the need for  
18 consolidation of one or two agencies to be viewed as lead.  
19 Some combination of energy and housing knowledge perhaps  
20 would be the right way to go.

21 And I really think this is going to be important  
22 as we transition next year to new leadership in the  
23 Governor's Office and different formats in the legislature  
24 and as commissioners' terms -- people get reappointed.

25 There's really going to need to be some sense of

1 what's the long-term leadership arrangement for making  
2 progress in this area.

3           So that's perhaps more of a political issue than  
4 it is a staff report issue. But I just think that's going  
5 to be desperately needed, if you know, half of our  
6 population is low income, or nearly, and half of that  
7 population is living in multifamily -- we're talking about  
8 a quarter of the state's population that needs some  
9 attention from a leadership perspective. And I would  
10 suggest some consolidation institutionally ought to be on  
11 the table at some point.

12           And in a totally different vein, we've got a long  
13 list -- I think Eugene said 47 or 49 action steps. And  
14 that's just the beginning of the walking stage.

15           And one thing that occurred to me as I read  
16 through the document is there's very little voice and  
17 perspective of owners and managers represented in this  
18 action plan.

19           It's heavily represented by government and NGO  
20 and advocates but not the people who are actually owning  
21 the property, making the investment decisions or figuring  
22 out what funding or financing mechanisms are acceptable or  
23 not.

24           So I just want to encourage in the next 49 steps  
25 to really prioritize the communication and dialogue with



1 the owner/manager community in terms of helping to figure  
2 out if some of those steps are higher priority than others,  
3 or should be moved forward in the time frame.

4 I think getting that perspective is really  
5 important. Thanks.

6 COMMISSIONER SCOTT: Thank you.

7 That's the only public comment that we had for  
8 now, so if you will join me in thanking Panel 2.

9 Thank you so much for your time and expertise.

10 And we are going to break for lunch, and we will  
11 start back up promptly at 2:00. So please return just a  
12 little bit before 2:00.

13 (Whereupon a luncheon recess was taken)

14 MS. RAITT: Hi, everybody. Welcome back to our  
15 workshop on SB 350 equity issues.

16 So this panel -- we have two panels this  
17 afternoon. And this one is moderated by Tyson Eckerle from  
18 the Governor's Office of Business and Economic Development  
19 to discuss financing. Thanks.

20 Go ahead.

21 MR. ECKERLE: Thank you very much, and welcome  
22 back from lunch, everybody.

23 Just kind of connecting to this morning as we  
24 were sitting there, there were a lot of great lessons this  
25 morning that we heard, especially from the people who are

1 active in the community. And it kind of reminded me of a  
2 parable that came out of the Peace Corps, which is -- you  
3 know, the Peace Corps had gone into Africa and they were  
4 asking questions about from the past.

5           And they talked -- the Africans had talked about  
6 how the Europeans had come to this great river valley and  
7 looked down and saw a beautiful area where you could do  
8 agriculture -- and there's no agriculture to be spoken of.  
9 Oh, we're going to import this agriculture. It's going to  
10 be amazing and so they went about and did it. And they  
11 planted tomatoes and cucumbers, all sorts of stuff.

12           And the villagers even helped a little bit. And  
13 when it came time to harvest, a herd of rhinos three days  
14 before came through and trashed the whole thing.

15           The Europeans asked the villagers, "Hey, do they  
16 come every year? And the villagers said, "Of course they  
17 come every year." "Well, why didn't you tell us?" "You  
18 didn't ask."

19           And so when you think about it like this is -- a  
20 lot of the lessons learned that we're hearing today is kind  
21 of about asking those questions, getting into those  
22 communities and asking. So that really struck me.

23           So today for this panel, we're talking about  
24 financing and transformation. And it's really kind of at  
25 this level. It's not just about money, it's about

1 investment.

2           And investment means more than just money. It  
3 means building relationships and trust. It means human  
4 resources and insights from the people in the community and  
5 its organization, kind of building that organization. I  
6 think Matt put that together really well with the Ontario  
7 case study.

8           And so really we have a number of recommendations  
9 I think that will be flashed up on the screen that we'll be  
10 talking about and a great panel that has a lot of different  
11 insights.

12           But I think the recipe for success is to build  
13 local buy-in and knowledge. There's got to be creative  
14 funding and financing, workforce training and buy-in and  
15 really trying to create a virtuous cycle out of this.

16           And so I wanted to connect to this -- there were  
17 some great questions that came from the dais and insights.

18           Really, as the panel, we're thinking this  
19 through, you know, through the lens of -- something  
20 Commissioner Scott had brought up, really like how do we  
21 connect the concept from this morning, kind of the building  
22 the trust and equity into our state processes where I think  
23 we have a lot to learn in doing that.

24           And really -- and then what Commissioner  
25 Rechtschaffen brought up, what structures do we have to

1 have in place to have this long-term capacity, because  
2 really this is a long-term play and it takes a lot of  
3 effort to go. And so with that, what I want to do, we'll go  
4 through the panelists and they'll give a brief  
5 introduction, a couple minutes kind of about their role in  
6 this thing, and then we can do some questions. And we have  
7 a great case study here by Jaime that will kind of wrap it  
8 up.

9           So maybe we can go down in order. Larry, if you  
10 want to start from the Energy Commission and kind of give  
11 your role.

12           MR. RILLERA: Thank you, Tyson. My name is Larry  
13 Rillera. I am staff with the California Energy Commission  
14 in our Fuels and Transportation Division.

15           I lead teams and various project initiatives  
16 under our Alternative and Renewable Fuel and Vehicle  
17 Technology Program, or ARFVTP. It's a \$100 million  
18 program, up to \$100 million annually for various investment  
19 areas such as ZEV infrastructure, zero-emission vehicle  
20 infrastructure, ZEV technology demonstrations for medium-  
21 and heavy-duty vehicles, advanced technology manufacturing  
22 and workforce training and development.

23           The ARFVTP, in addition to aligning and  
24 implementing SB 350, also implements the recently announced  
25 Governor's Executive Order for ZEV infrastructure, the

1 elements of the ZEV Action Plan, and the California  
2 Sustainable Freight Action Plan.

3           Additionally, there are new partnerships, both on  
4 the technology side and the community side and the public  
5 side, meaning government at all levels, as well as the  
6 finance entities to help move these technologies through  
7 the lens of the state priorities such as impacted  
8 communities where everyone can accrue the benefits, not  
9 only of the technologies but the environmental and economic  
10 benefits as well.

11           So we thank you and are looking forward to the  
12 discussion.

13           MR. MAGAVERN: Hi. I'm Bill Magavern, Policy  
14 Director with the Coalition for Clean Air.

15           And two of our biggest priorities are channeling  
16 climate Investments into disadvantaged communities and also  
17 cleaning up the transportation sector. So what we're  
18 talking about here today really is where those come  
19 together.

20           And in climate investments, it actually was the  
21 Coalition for Clean Air about 10 years ago who went to  
22 Kevin DeLeon, then in the Assembly, with the idea that some  
23 of the revenues coming from California's climate programs  
24 should be directed to our most disadvantaged communities.  
25 And then Assemblymember DeLeon introduced that as a bill.

1 Years later when he was in the Senate, it was signed into  
2 law.

3 And since then -- that was 2012 -- we've been  
4 working with our partners in the California Climate Equity  
5 Coalition on the implementation of that law, which included  
6 supporting Assemblymember Jimmy Gomez's Bill AB 1550 two  
7 years ago that strengthened those requirements and also  
8 broadened them to some low-income communities that are not  
9 classified as disadvantaged.

10 And we also worked with Senator DeLeon in 2014 on  
11 the Charge Ahead California initiative with our partners in  
12 the Charge Ahead California campaign and that campaign and  
13 that law have twin goals to accelerate the deployment of  
14 electrified transportation in California and also to  
15 provide access to that clean transportation to those people  
16 in disadvantaged communities who have had the least access  
17 to it over the years.

18 And so we have worked with the Air Resources  
19 Board on the equity pilot programs that were established  
20 under Charge Ahead and been involved in the implementation  
21 of those. And when we get into our discussion later, I  
22 will provide some recommendations on this.

23 MS. SMITH: I'm Bailey Smith, and I'm with the  
24 California Air Resources Board. I'm staff and work on the  
25 California Climate Investments.

1           So the California Climate Investments uses the  
2 Cap-and-Trade auction proceeds or the Greenhouse Gas  
3 Reduction Fund, the GGRF, to fund clean transportation and  
4 clean energy projects as well as projects that support  
5 natural and working lands.

6           We have over \$8 billion that have been  
7 appropriated to date. And those programs are reducing  
8 greenhouse gases, but they're doing so in a way that really  
9 maximizes co-benefits, particularly for vulnerable  
10 populations. And those benefits to disadvantaged  
11 communities and low-income communities and low-income  
12 households is a really fundamental piece of the program and  
13 also a statutory requirement.

14           Projects mentioned today in the case studies are  
15 a lot of California Climate Investments from the  
16 transportation -- the Transformative Climate Communities  
17 Program. We heard from the weatherization program for  
18 multifamily. Our projects are reducing energy costs,  
19 improving air quality, increasing access to transit.

20           The program began in 2014 and has evolved a bit  
21 over time. And that evolution is really a reflection of  
22 our partnerships with environmental justice and community  
23 advocates, as well as direction from the legislature.

24           We recently updated the CARB funding guidelines  
25 that applies to all of the programs that are funded through

1 Cap-and-Trade auction proceeds. And those updates really  
2 incorporate some of the feedback we heard about what's  
3 important for these investments and that's ensuring  
4 community benefits, providing technical assistance and  
5 enhancing those employment benefits.

6 So over 20 different state agencies implement  
7 California Climate Investments, and each of those agencies  
8 conduct outreach and engage with communities directly on  
9 their respective programs.

10 Agencies are increasingly providing direct  
11 technical assistance for applicants and also supporting  
12 broader capacity building within those communities.

13 Also, agencies are really encouraged to include  
14 targeted workforce development strategies as well as  
15 supporting job-training programs as part of implementation  
16 of those programs.

17 CCI, the California Climate Investments, also  
18 funds standalone programs that are dedicated to workforce  
19 development. And that workforce development piece is  
20 really addressing a critical need that has been identified  
21 by communities across the state to ensure that our  
22 workforce can transition to clean transportation and a  
23 clean energy economy.

24 Overall I would say that the Climate Investments  
25 employ many of the lessons learned from SB 350 by



1 addressing community needs, working to reduce those  
2 barriers for low-income residents and disadvantaged  
3 communities and also by directly funding those critical  
4 programs for clean transportation and clean energy  
5 solutions.

6           So the program has really grown significantly  
7 over the past few years and we've seen a lot of progress.  
8 We still have a lot of work to do and room to grow to  
9 further improve access and outcomes for the program.

10           MS. WHITE: That's a lot. Hi, I'm Sarah White.  
11 I'm the deputy director for Equity Climate and Jobs at the  
12 California Workforce Development Board.

13           And, wow, I can say a lot. Let me just say that  
14 the reason I'm here today is, we are in charge of  
15 implementing or herding cats to implement the various  
16 recommendations in the low-income barriers studies from  
17 CARB and CEC as far as they intersect with jobs and  
18 training.

19           And we are doing this also as part of -- we were  
20 charged also in AB 398 to really come up with a sort of  
21 bold jobs and training plan that could match the bold  
22 climate goals in the State of California and actually marry  
23 those two things.

24           So instead of doing this ad hoc, that we will  
25 actually finally have a single plan that says: Here,

1 across agencies and across investments, are the standards  
2 and the principles by which we will invest in jobs and  
3 training, and here are some of the ways that labor markets  
4 work around that.

5           So as a part of developing that report, we have  
6 just finished a couple months of stakeholder consultation  
7 meetings with different sectors and different agencies and  
8 folks from around the state.

9           So to talk today just a little bit about what  
10 we're finding and what we know and what we've heard.

11           I think that the first thing I just want to say  
12 is that co-benefits don't just happen, right? I think that  
13 these panels have all made that clear. I wasn't able to  
14 hear it this morning, but I'm sure that you heard many of  
15 the same things.

16           But you have to design them intentionally if you  
17 want to get equity.

18           And so another thing to think about actually is  
19 that not -- and I was thinking about this because we have a  
20 great example today, a great case study, which I'm really  
21 excited about.

22           But not all GGRF investments, not all CCI  
23 investments, right, are going to be jobs drivers. Some of  
24 them will be big jobs drivers. Others do good things in  
25 and of themselves around equity, but you can't expect every

1 investment to do a heavy lift on jobs and training.

2           So I just want to make sure that one of the  
3 things we need to do is look at all the programs, see where  
4 the jobs are and then invest accordingly -- in training  
5 accordingly. So we can't just automatically assume that  
6 we're going to tie jobs and training to all the  
7 investments, but see where they make the most sense.

8           I think that we know that in renewable energy and  
9 energy efficiency and transit, there are going to be great  
10 jobs for a lot of people, right? And they are going to be  
11 in manufacturing, in construction, in operations.

12           I know Larry might talk a little bit about the  
13 Sustainable Freight Action Plan, which if we're going to  
14 build a sustainable freight future, then we need an entire  
15 workforce that can design build and run it.

16           And we do know what those jobs and how to invest  
17 in them. So our goal is to, first of all, start with the  
18 jobs. What are those jobs and can we deliver job quality?  
19 And then the next piece is the training piece which we add  
20 to that, which is to provide access through training to  
21 those good jobs. So two sort of separate activities that  
22 need to be linked.

23           In the 350 recommendations, there are these very  
24 generic large-scale recommendations that are up on the  
25 screen. But there were a number of very specific

1 recommendations around that we are sort of shepherding  
2 through. And they really call for two things, more and  
3 better jobs around transportation and clean energy and more  
4 and better access to those jobs for disadvantaged  
5 communities.

6 And so we have a lot of insight and expertise on  
7 how to do that. And just the things I will say that are --  
8 first of all, on the job quality, our take on equity is  
9 that the fundamental premise that you cannot deliver equity  
10 without paying attention to job quality, because connecting  
11 disadvantaged communities to dead-end jobs with low pay and  
12 no career future is not an equity outcome.

13 So we look at jobs -- and the way we get to job  
14 quality -- and this is really where we find the great and  
15 increasing role of climate and energy agencies -- is in  
16 fact to attach labor standards and to use of a lot of sort  
17 of best value contracting and not things that are owners  
18 but things that make sure that where the dollars are  
19 invested in communities, they are going to create jobs and  
20 we want to make sure that those are good jobs.

21 So that's one way to do that. And that's one way  
22 that we are providing technical assistance to agencies  
23 across these efforts.

24 I think the second piece of that is more and  
25 better access to jobs, and this is a supply side strategy.

1 This is training. We think that -- you know, we have a lot  
2 of principles for best practice and training for the clean  
3 economy, the first one of which, as I mentioned, is  
4 starting with the jobs rather than starting with training.

5 And I think that our goal on this is for climate  
6 and energy agencies to really invest in partnerships that  
7 are already on the ground working, not to develop brand-new  
8 partnerships, to let folks who are experts in the workforce  
9 and jobs do that work, and to really think about the ways  
10 that those pipeline programs are connected to real jobs in  
11 the community so we are connecting people to careers and  
12 not just a short-term job connection.

13 So there's a lot more to say about this, but I  
14 want to just reiterate that we are excited to be a part of  
15 this, and that we think in achieving the equity goals of SB  
16 350 we really need to think about investing in  
17 disadvantaged communities in ways that create quality jobs  
18 and building workforce systems in those same communities  
19 that connect folks to quality jobs and doing both of those  
20 at the same time. You can't do one without the other. And  
21 it's a tricky thing.

22 So lots of advice on how to do that, but I'll  
23 stop with that.

24 MR. ECKERLE: Thank you all.

25 And, Sarah, actually I was going to ask for a

1 little bit of advice on how to do that because I know you  
2 have given a lot of thought into it's one thing to say we  
3 need to have clean transportation jobs; it's another to  
4 actually connect the training to that.

5 So maybe you could say a little bit about what  
6 that actually looks like, how we implement it.

7 MS. WHITE: Sure.

8 MR. ECKERLE: In 30 seconds --

9 MS. WHITE: Thirty seconds. No, that is a great  
10 question. And I think one of the ways we do this are  
11 through -- we have a number of demonstration projects at  
12 the board, the hire of training partnerships are one of  
13 them.

14 I think there's a lot of work and there's a lot  
15 of very visible work on pre-apprenticeship programs,  
16 connected to apprenticeship programs. Our work on Prop 39  
17 is a great example of that. The work that's being invested  
18 through the Transformative Climate Communities. We worked  
19 very hard with SGC on those guidelines to make sure that  
20 some of this was built into there.

21 I think one of the simplest and best ways that  
22 we've been working with folks is to use community workforce  
23 agreements, which is a way that if you're going to invest  
24 in building green infrastructure -- which is often what  
25 these look like -- there's a way in which you help

1 decide -- I'm echoing.

2           Can you hear? Okay. Sorry. Usually I'm  
3 bellowing.

4           Well, so then -- I said really smart things and  
5 you can just --

6           We think that one main tool is a community  
7 workforce agreement, which is a way that when you invest  
8 money in a community to build any kind of green  
9 infrastructure. It's a legal format to say these are the  
10 kinds of signatory employers we're going to work with,  
11 these are the kinds of jobs we're going to create, and  
12 these are the community programs that we're going to pull  
13 folks from to do these jobs.

14           So there are number of just well-known tools that  
15 can be easily adapted to a lot of this work that's going on  
16 already.

17           And then existing programs on the ground which  
18 bring together -- I mean I think the thing is working with  
19 on-the-ground workforce programs that do not -- I mean the  
20 challenges, we all like to start with a population, right?  
21 Like I've got these women. I've got these people of color.  
22 I've got these veterans. I've got these ex-offenders. And  
23 I want to get them into a job, right? Because that's the  
24 path forward.

25           We say it's just -- wait for second. Let's see

1 what the jobs are and then we'll build pathways to them.  
2 Otherwise, you're just building a pathway and it doesn't  
3 connect to anything.

4           So first find out what the jobs are and the way  
5 you do that is by working through region-based industry  
6 training partnerships that are by region and by industry  
7 where you get all the employers at the table who say "This  
8 is exactly the kind of jobs we're looking for. And these  
9 are the programs we're going to pull from."

10           So you actually line those things up before you  
11 start, rather than starting a training program that looks  
12 wonderful and exciting and you get to the end of it, and we  
13 send people out on their own to try and connect to jobs,  
14 which hasn't worked for the past 20 years and I don't  
15 expect working here.

16           So that's why we're excited to see a lot of this  
17 work focusing on these new ways of working.

18           MR. ECKERLE: Thank you. Obviously, there's a  
19 lot there to learn from. And it sounds like that single  
20 plan will be something that will be really helpful for the  
21 rest of us to --

22           MS. WHITE: All the answers.

23           MR. ECKERLE: Okay. Good. Maybe for Larry and  
24 Bailey and Bill, if you want to jump in, but if you could  
25 give an example of a project that works to kind of bring in



1 that community engagement and if there is something you  
2 would have done differently in retrospect.

3 MR. RILLERA: All eyes on me. I think the  
4 project that pops to mind is one of the investments we did  
5 for our zero-emission vehicle technology demonstrations at  
6 the Port of San Diego, consistent with something you  
7 mentioned, Sarah, at the beginning was design.

8 Designed into the specific project was to look at  
9 the workforce impacts of implementing this new technology  
10 there, but more importantly how is it tied to what that  
11 looks like in a growth scenario, consistent with their  
12 quality plans and things like that.

13 So that was very -- this is an initial foray in  
14 the middle of the process with the Greenlining Institute  
15 and other local partners. But it took a long time to come  
16 together even after the application was submitted to  
17 develop the common vernacular and vocabulary which  
18 everybody could use, both the community partners, the  
19 technology partners, the port partners, and the folks that  
20 were going to be demonstrating and using those  
21 technologies.

22 So design was important, very simple vocabulary  
23 that could -- everybody can rally around and then introduce  
24 their respective concepts and desires.

25 Now they are at a place where how do we

1 communicate that message about growth and these new  
2 opportunities, not just for jobs but new technology jobs  
3 that they want to participate in, both because they  
4 represent opportunities for economic growth for their  
5 households but also because they want to accrue the  
6 benefits of these technologies going forward, because these  
7 are the industries that are growing up around them.

8 MR. MAGAVERN: I'll say first I think that CARB  
9 did a fine job with the Barriers Study. There is very  
10 thorough outreach and we support the recommendations.

11 I think a project that I'm familiar with that has  
12 done a really good job of responding to community needs is  
13 the Scrappage and Replacement Program in the San Joaquin  
14 Valley that is funded by climate investments through CARB  
15 to the San Joaquin Air Pollution Control District,  
16 implemented there by a nonprofit called Valley Clean Air  
17 Now.

18 And they have been doing community outreach for  
19 years and have really embedded in the community, so they  
20 get the word out through faith groups and groups of  
21 farmworker grandmothers and a lot of informal networks. So  
22 more than 20 Saturdays a year they are all up and down the  
23 San Joaquin Valley.

24 And on a Saturday morning -- actually even  
25 starting Friday night, hundreds of people will drive their

1 vehicles and line up so that they can come in and then they  
2 can get their emissions tested, they can be identified  
3 whether they are eligible for vouchers to have the cars  
4 repaired so they'll pass smog check or get additional  
5 subsidy for scrapping the vehicle, or in some cases they're  
6 eligible -- and this is the Climate Investment part -- for  
7 scrapping a vehicle and replacing it with an advanced  
8 technology vehicle which is an efficient conventional  
9 hybrid or a plug-in hybrid or a full battery electric  
10 vehicle.

11           And I've been to these events three times. They  
12 are very -- there's a lot of contact with the customers.  
13 And so Valley Can has got staff and volunteers, many of  
14 whom are fluent in Spanish. They make sure that law  
15 enforcement are not bothering anybody who might be  
16 undocumented or who might be scared away otherwise.

17           And so they have really figured out how to  
18 respond to the needs of the community and to meet those  
19 identified needs.

20           MS. WHITE: So Climate Investments fund a broad  
21 range of programs and each of the agencies have taken a  
22 little different approaches.

23           One of I think the models for community  
24 engagement has been the TCC program through the Strategic  
25 Growth Council.

1           And what I think set that apart from -- as a  
2 model is they really went above and beyond informing of the  
3 community of the projects that are coming down and really  
4 gave the community decision-making authority and that  
5 brought in community buy-in and really created a successful  
6 project that is supported on the ground.

7           So that I think was an example of some of the  
8 huge success in community engagement, and I hope that we  
9 see more projects like that.

10           MR. ECKERLE: Thank you very much.

11           Now, I want to turn to our case study. We're  
12 very excited to have Jaime Lemus.

13           Did I say that right, Lemus? Lemus.

14           Our Community CarShare project in Sacramento.  
15 There's a ton of lessons learned. We got to pick his brain  
16 a little bit before, and I'm looking forward to doing it  
17 again.

18           MR. LEMUS: Great. Thank you. Good afternoon,  
19 everybody.

20           It's always a little difficult to compete after  
21 lunch, you know, because it depends what everybody ate, you  
22 know, maybe getting a little bit sleepy here. So I'll try  
23 to keep this exciting and somewhat short.

24           It's very humbling to be here describing the  
25 Our Community CarShare Program. I take a lot of pride in

1 our team at the Air District with this program that they  
2 developed, as they started talking about this in 2014.

3           So long time ago -- a few years ago and the  
4 developments, the refinement, everything that it took to  
5 get to the press event and now today to everything that  
6 we've learned about this program. A lot of partners  
7 involved, a lot of lessons learned, a lot of challenges, a  
8 lot of heated discussion internally and externally to get  
9 to where we're at.

10           A little about the program. Not sure if  
11 everybody here is familiar with this, but this is our  
12 Sacramento region's car share program.

13           Let's turn to the next slide, please. Thank you.

14           I'll talk a little about phase 1, which is what  
15 we first deployed and currently now we're in phase 2.

16           Phase 1, we were awarded \$1.3 million and what we  
17 developed out of this car share community program was we --  
18 we developed the project, which contained four  
19 disadvantaged community sites.

20           In each of the sites there was two electric  
21 vehicle chargers and two electric vehicles. It's as easy  
22 as saying, well, let's put two electric chargers and let's  
23 get two electric vehicles, and let's deploy this in these  
24 communities. And it's a lot more difficult than that.  
25 Even in choosing the vehicles.

1           There was a lot of discussion on the vehicles  
2 alone because we wanted to make the vehicles to be -- to  
3 just kind of blend into the community. We didn't want them  
4 to be highlighted. We didn't want them to be extra  
5 special. But then we also wanted the vehicles to be useful.

6           We know that some of the electric vehicles or the  
7 early electric vehicles don't have a lot of trunk space.  
8 So we wanted something that folks can carry groceries, that  
9 they can put in child seats and can really, quite frankly,  
10 try to put as many family members as they can into the  
11 vehicle. So we went with the electric Kia Soul. It's  
12 pretty affordable and it kind of blends into the  
13 communities.

14           So we have eight dedicated level two chargers in  
15 the four communities. There's a community in Lemon Grove  
16 area, Alder Grove -- or, I'm sorry, Lemon Hill, which is a  
17 mutual house community; Alder Grove; and then two sites  
18 downtown, one in the Amtrak station and then the other is  
19 in the nearby SHRA site.

20           All the communities are different. Even though  
21 they're disadvantaged, they are all very different.

22           The Lemon Hill community is very diverse. You  
23 have Spanish-speaking communities there. And what I mean  
24 by that is, you have people from Mexico, people from El  
25 Salvador, Guatemala, Nicaragua, Central and South America.

1           Then you have your East Asian families. And then  
2 you have also Russian. And so very diverse.

3           In the Alder Grove community, you have a variety  
4 of mixed Mexican-American communities, American families,  
5 and then sprinkles here of African-American and Asian  
6 families as well.

7           In the downtown community, it was senior  
8 citizens, and that was a variety of folks as well too. So  
9 each -- the reason I mention that is because each group,  
10 each community had its own challenges.

11           To mention a little bit, in the Lemon Hill  
12 community, when we first deployed there, we had flyers, we  
13 had PowerPoint presentations and translators which were  
14 very -- all multilingual in various languages.

15           I remember during one of our first meetings  
16 there, we had the presentation done in English, followed by  
17 my translation in Spanish, followed by Cambodian and  
18 Vietnamese. And it was very challenging, but it was very  
19 successful.

20           At that time, we took sign-ups. And we thought  
21 great, this is a great program. All the participants  
22 really need for this program are a driver's license.

23           The district took care of the insurances. With  
24 our partner Zipcar we took care of pretty much everything.  
25 So all you have to do is show up and register with a valid

1 driver's license.

2           At the very end of the conference -- or at the  
3 very end of the workshop, it was like a mass exodus of  
4 people that just walked out, you know, and so our staff  
5 kind of quickly ran to the doors and tried to kind of  
6 redirect folks and try to figure out why they were leaving.

7           I thought this was going really good, right? We  
8 had a lot of questions from the community. We had some  
9 engagement and everybody pretty much said, "Thank you and  
10 we'll see you guys later," right?

11           Well, we did have food there and so we did feed  
12 the community and they did eat and everything. We did have  
13 raffle prizes, but as government we're used to doing things  
14 a certain way, right? I've talked to Bill and I've talked  
15 to some of the Clean Cities folks, the ARB folks. We all  
16 drink the same Kool-Aid, right?

17           And we think that everyone else also does too.  
18 And in these communities, sometimes as the experts in this  
19 field, we forget some of the very simple things that are  
20 very real to the communities. So as we redirected some of  
21 the folks, we were able to get a few sign-ups.

22           Some of the comments that we heard back was,  
23 "Well, you're still the government. So how do I ensure  
24 that you're not going to turn me in to ICE?" Some of the  
25 other comments were like "Hmm, there's still a catch here.



1 How much does this cost?"

2           Some of them said "Well, this is all great but  
3 this is app based." So in order to reserve your vehicle  
4 you've got to go online on your phone and you've got to  
5 reserve it, kind of like we do our Jump Bikes, right?

6           "I have a cell phone but I just text."

7           So we had to reach out to the youngsters, to the  
8 children of the residents. "Can you help your parents  
9 out?" So within a matter of days, we had to quickly  
10 restructure the way that we thought we were going to do  
11 registration.

12           We went from thinking that everybody was going to  
13 register to showing folks how to sign up for emails, how to  
14 sign up on your cell phone, how to work the technology and  
15 the applications.

16           So I think part of the lesson here is we don't  
17 always know exactly what the communities are capable of and  
18 what they're not.

19           I'll go in later a little bit more on to some of  
20 the learned lessons. With all of those challenges, some of  
21 which are very simple to address -- of course, only if you  
22 knew them beforehand -- we finally moved forward. And we  
23 now have a successful program. It took a little while to  
24 get to the program. I will talk a little bit about the  
25 time frames.

1           As mentioned, we started out with conversations  
2 in 2014. CARB solicitation was released February 2015. We  
3 won the award November of 2015.

4           And this is something really great and  
5 unexpected. We executed the grant with CARB three months  
6 after. So with CARB's legal processes and our legal  
7 processes, it only took three months to execute. So that  
8 was really good, because after that it took us almost a  
9 year and a half to get all our contracts and agreements  
10 with all of those partners, with the exception of CARB,  
11 finalized.

12           I was mentioning to Bill earlier that the grant  
13 funding is great. It comes with restrictions, and  
14 obviously we want to get more partners. The more partners  
15 we get, then the more we can leverage funding. As we bring  
16 more partners in, every partner comes with their  
17 restrictions. And now, you're trying to paint or trying to  
18 create this project with many, many more restrictions than  
19 you originally had.

20           So City of Sacramento had their restrictions,  
21 SMUD had their restrictions, SHRA had their restrictions,  
22 Mutual Housing had their restrictions, and Zipcar had their  
23 restrictions. And it's nothing bad that, you know, each of  
24 them had their restrictions. It's just the way that we  
25 operate, right?

1           It's the funding that has certain restrictions.  
2 It's the company policies. And so we have to work with it.  
3 So staff scrambling, you know, how do we make this work and  
4 meander this way and deviate this way in order to deploy.

5           So if there's anything to learn from that is, we  
6 have to have these conversations with all of our partners  
7 much sooner. Even if we begin to start thinking about,  
8 "You know, I think -- wouldn't it be great if this were to  
9 happen," then I think right away we should start talking to  
10 our partners. Because that way they can give us  
11 perspective as to "Okay, that sounds great, but you also  
12 should think about this and this and this" up-front as  
13 opposed to when you're in the trying to finalize your  
14 contracts with them.

15           So our program is successful. We're moving on  
16 now to phase 2. So we got another million dollars from  
17 CARB. Thank you very much.

18           And now we're trying to refine our process. At  
19 the same time we're expanding it. We're expanding it to  
20 three different housing locations. We're adding six more  
21 vehicles and six more chargers.

22           So that's great, replicate the process, expand it  
23 to different regions, include all the learned lessons in  
24 that. But how do we refine it?

25           Part of what we're doing now is we're including a

1 ride hail program. We discovered that not everybody has a  
2 driver's license in these communities. We also discovered  
3 that even if they do have driver's licenses there are  
4 certain cultures that some of the members in the family  
5 just don't drive.

6 And then we have the elderly folk. Some of them  
7 just don't want to drive. So how do we take advantage of  
8 this program with those participants. So we said, well,  
9 let's figure out a ride hail program.

10 Let's design it so that we can develop champions  
11 within their communities to be able to drive them around.  
12 That's one part of the ride hail program.

13 The other part is the bank-less community, right?  
14 The bank-less community are the folks that just can't go  
15 and get a credit card or get a bank account, which is a  
16 really big problem when you're dealing with application-  
17 based -- so app-based programs.

18 You have to sign up, you enter your credit card  
19 in, and then you can reserve your Jump Bike or any other  
20 mode of transportation. But if you're a bank-less  
21 participant, then how do we find a solution for that.

22 So what we're doing is we are developing a Visa  
23 card type of program or Visa logo'd card that can be  
24 interconnected with all of our mobility programs. Well,  
25 now we're expanding it to our car share programs, Jump

1 Bike, RT. We want to expand it to Uber and also Gig -- I'm  
2 sorry, Envoy and Gig.

3 They'll also be able to use Envoy and Lyft as  
4 well with it because anything that you can use your credit  
5 card with, now you're able to access that form of mobility.

6 And I see Paul out here in the audience. We have  
7 discussions with Envoy and Gig as to how we can also  
8 connect this card with them as well.

9 So that's the new component that's really  
10 exciting in phase 2. We haven't launched this yet. There  
11 are a lot of challenges to this because there has to be  
12 some kind of security when you deal with credit card issues  
13 and trying to deploy credit cards into communities where  
14 they're bank-less participants. So more to come on that.

15 Next slide, please.

16 So I'm going to touch a little bit about -- on  
17 some of the learned lessons, add a little bit more. We've  
18 been discussing all morning as to what we've learned from  
19 these communities in deploying projects like this in these  
20 communities, right? Language barriers, immigration  
21 barriers, cultural barriers.

22 One of the things that we also learned here is  
23 we're dealing with technology, two aspects of technology:  
24 one, the vehicle; two, the charging infrastructure. Well,  
25 the community is unfamiliar with this technology so there's

1 a lot of education that has to go into the community to let  
2 them know that this car is better, right?

3           This car is a lot better. You don't have to  
4 refill it with gasoline anymore, but you just have to  
5 refill it somehow, right? You charge it.

6           The other part of the challenge was the  
7 infrastructure component because we can't just place the  
8 vehicles in these communities anymore. We have to place  
9 them with charging stations and we can't just place these  
10 charging stations wherever we want.

11           It has to be strategic -- strategically located  
12 where it's safe, where it's accessible, and in most cases  
13 where it's close to a panel, because the farther away it is  
14 from a panel, then the more it costs.

15           So there's a lot of challenges with the  
16 deployment of electric vehicle infrastructure.  
17 Construction time lines and permit time lines also pose  
18 another problem with this.

19           During the times that we started the deployment  
20 of this project, there were not many electricians that were  
21 raising their hand willing to put all the EVSC out there.

22           Now, there's a lot more, but at that time it was  
23 somewhat still experimental. They had to deal with the  
24 city building permits. The housing units had to become  
25 comfortable and familiar with the charging pieces of

1 equipment.

2           So there is a lot of education, not just to the  
3 participants but to the construction industry, to city  
4 employees, and to the housing agencies. So a lot of work  
5 to be done there.

6           The weather also has or is a big factor.  
7 Obviously rains and storms slow down our construction  
8 process. So mother nature will not wait. Even though you  
9 have a press event ready and lined up, you know, it will  
10 push it out. And we've definitely learned our lesson  
11 there.

12           So a lot of things to consider that are out of  
13 your hands really.

14           Managing members and vehicle use. As I  
15 mentioned, there's a lot of education that goes into having  
16 participants use the technology. You know, you have to  
17 sell it. "This is really cool. Look, it's very easy. You  
18 hit the park button or you turn the little lever to drive  
19 or reverse. And that's really it. You unplug it and you  
20 plug it back in."

21           It's still new technology. It really is. It's  
22 very foreign still.

23           The best way to do it, the best way to educate  
24 them really is to get them in there and drive them around,  
25 and that's kind of what we did. Look, we have a staff

1 member that has an electric Kia Soul and he volunteered his  
2 vehicle and we took it to the communities and we said, "Get  
3 in it. Let's drive around the block."

4           And as silly as that sounded, they got out of the  
5 car and they were like "Hey, it's exactly like a regular  
6 car." It is, you know, almost, right?

7           From that point forward, then they tell their  
8 friends and then their friends tell their friends. And  
9 then there we go.

10           The biggest champions though are the kids, the  
11 kids that go to college, the kids with their permits.  
12 Those kids can get their parents through the application,  
13 through the software and into those cars. They're also the  
14 motivation when it comes to a broken down vehicle, when it  
15 comes to another family member taking the only car and they  
16 got to get to school.

17           So now mom or grandma or somebody else, who  
18 normally doesn't drive or didn't drive this vehicle, has a  
19 vehicle sitting there and you have the kids saying, but  
20 there's a car there. We can get there still.

21           So thank you to all those kids because there was  
22 a big push in a lot of the younger generation that really  
23 made it easier and really sold this program for us.

24           The outreach and education I mentioned,  
25 multilingual -- and I think we have to get better than just



1 the multilingual documents, you know. Again, we come from  
2 a government agency. We're used to putting the documents  
3 in different languages.

4 But I used to be involved many years ago with  
5 Barrio Logan and Wilmington and during those times of  
6 advocacy. And what we did there was simultaneous  
7 translating, a simultaneous translating, which means that  
8 as I'm giving this presentation in English, there are folks  
9 wearing headphones and listening to the same exact  
10 presentation in Spanish at the same time.

11 That's much more effective. They are part of the  
12 program. They're not secondary or they're not segregated,  
13 but it's a part of the program. And I've got to tell you  
14 it's really expensive, but I think it's very worth it.

15 You know, we tried, okay, what if just separate  
16 out all the groups. Well, there we go again, right,  
17 separating everybody out and the dynamics of that.

18 I could translate in Spanish and then we can  
19 translate in Cambodian and we can translate in Vietnamese  
20 and we can translate in Russian. And now we've turned our  
21 45-minute presentation into about two hours.

22 Nobody wants to sit for two hours to listen to  
23 that, especially if you have your young ones in the room.  
24 It doesn't how much pizza and cake you have. It's just not  
25 going to work. So we should think about that, multilingual

1 translating.

2           We talked about the benefits to the community.  
3 Obviously, we're in the business of cleaning our air, but  
4 the program doesn't focus on cleaning our air.

5           The focus is about mobility. The focus is about  
6 how do we get these communities to their doctor  
7 appointments, to their interviews, to the class and really,  
8 more importantly, just how do we provide them the freedom  
9 of mobility that everybody else has.

10           Well, it's a little difficult with an electric  
11 vehicle, especially one with program goals where you want  
12 to increase ridership, right? Because do you consider  
13 success where a family can take the vehicle, one vehicle  
14 and go all the way down to Los Angeles and back during a  
15 weekend or do you consider success where during that same  
16 weekend, 10 families reserve it for an hour? Which is more  
17 valuable?

18           If it's metrics based, then I want all the rides.  
19 If it's freedom of mobility, the Los Angeles trip sounds  
20 better, right? So we have to think about that.

21           Some of the families came back and said, "Well  
22 that's great but I can only reserve this vehicle for three  
23 hours." We did a three-hour allotment on purpose because  
24 that would guarantee that nobody would run out of a charge.  
25 And so to this day, we've only had one vehicle come back on

1 a flatbed, so that's not too bad.

2           Let's see, talking again about the material. How  
3 do we put all this information out to all the families?  
4 You can go door to door. You can put all these flyers out  
5 in their community centers. You can visit the churches.  
6 You can visit their community centers.

7           But let's face it. As we get material, we don't  
8 even read it. So how do we address that issue, right?  
9 Again, we're government. We're used to putting out flyers  
10 that look very government like, and we all know what those  
11 look like, right? They're not fun. They don't look like  
12 concert flyers or anything like that. They're not  
13 engaging.

14           So we need to think about how we make our  
15 publications. We need to think about how much do we  
16 bombard them with this type of information.

17           One of the things that we learned was that in  
18 disadvantaged communities, there's two major ways of  
19 communication -- well, three: Gossip and what we found out  
20 was "El Face," so Facebook, and texting.

21           So my daughter went to the Language Academy of  
22 Sacramento which is in a low-income community, and I always  
23 would get texts and my wife would get Facebook  
24 notifications. But I never got emails and I never got  
25 phone calls.

1           And so it wasn't until this program that I  
2 realized, oh, it's through "El Face" and texting. That's  
3 how they communicate. It makes a lot of sense. It didn't  
4 when we first deployed.

5           So part of the reason of sharing all of these  
6 learned lessons, you know -- and many of them you've  
7 already heard. Many of them are common sense, now that  
8 I've mentioned them, "Oh, yeah, that makes a lot of sense."  
9 It's so that we can continue to make these programs better  
10 so that we could really be successful.

11           Something else that we heard from the communities  
12 is, "You know, you should've talked to us a little bit more  
13 and we could've told you that," right? We had earlier this  
14 morning, right?

15           I was mentioning to Tyler earlier, we came in  
16 with a great idea saying we're going to raffle -- for every  
17 registered participant we're going to give you a raffle  
18 ticket and you're going to enter to win an iPad, right?  
19 And who doesn't want to enter raffles to win an iPad.

20           Well, that was not a driver. Later, we  
21 discovered as we talked to some of our community  
22 organizations, they said, "Why would you raffle off an  
23 iPad?" And we said, "Because it's cool. It's like the  
24 latest technology, right?" And they said, "No. You  
25 should've thought about crockpots. You should've thought

1 about toasters, coffee machines and rolls of quarters."

2 Ah, right? And we were like, oh, that makes a  
3 lot of sense. Well, it does after you're told, right? So  
4 let's continue to have these workshops so that we can  
5 continue to learn.

6 Can I get the next slide, please.

7 So as we look into the future, we have four sites  
8 launched. We have three more by the end of this year. So  
9 far there's been 6,000 trips taken, 92,000 miles driven.  
10 And we have 150-plus members, and our membership is  
11 increasing.

12 There's our vehicle right there, the Kia Soul.  
13 We did have to brand it though. We talked about making it  
14 not so visible, but we did have to brand it because we had  
15 to give everybody kudos that participated. So there was  
16 our branding there.

17 We expect to have more membership with the Ride  
18 Hail program, which will take care of the bank-less  
19 community, which will take care of the participants that  
20 don't drive, and as we expand as well.

21 As we continue to expand and refine these  
22 processes, we're also going to continue to create synthesis  
23 with the other mobility projects that are already out here  
24 in Sacramento.

25 As mentioned, the Jump Bike, RT, Uber, Lyft,

1 Envoy, Gig, especially as we figure out the Ride Hail  
2 component and the Visa card, because ultimately what we  
3 want is to reduce VMT, is to reduce emissions and really to  
4 have better mobility and to provide better mobility within  
5 the communities.

6 As we continue to develop the projects and as we  
7 continue to refine them, sometimes the projects get a  
8 little more complicated, because as we become more  
9 innovative, there's more risk.

10 So in 2014, we had this discussion about car  
11 share. Wouldn't it be great if we could deploy this car  
12 share project in these communities? And at that time there  
13 were very minimal car sharing companies or car sharing  
14 providers. Zipcar was a car sharing provider. Envoy was  
15 barely developing. Gig was barely developing. But at  
16 least here in Sacramento, it was mostly really Zipcar. So  
17 we took a risk.

18 And as I mentioned in the time frames, part of  
19 the reason the time frames went so long is because, as  
20 government, we have to take calculated risks. Obviously,  
21 we can't deploy a ton of money out there and have projects  
22 fail. So we have these calculated risks to try to deploy  
23 projects such as this one.

24 Sometimes taking a risk is worth it. And in this  
25 case, we made a lot of mistakes. We had a lot of heated

1 discussions, and it still surprises me how far we've come  
2 along and how much work we still need to do.

3 We've had contact from Europe, South America, and  
4 different parts of the nation about our car share program.  
5 It's a smaller program. We can't compete with L.A.'s Blue  
6 Dot program and we can't compete with some of the other  
7 larger programs, but it's a very special program.

8 We're refining it, we're making it more  
9 innovative. And it always surprises me how much attention  
10 it gets from all the world.

11 So how do we then integrate this as we move  
12 forward, because we can't continue to take risks. I don't  
13 think that CARB, Mr. Corey was going to continue to give us  
14 money to take -- to create these projects and to continue  
15 to take risks.

16 So we're looking at how do we create  
17 sustainability with smart growth and development. How do  
18 we plug this in before developments occur? And then also  
19 is there opportunity even for these programs to be  
20 integrated within rental agreements not necessarily within  
21 disadvantaged communities.

22 So there's a lot of opportunity for growth.  
23 There's a lot of opportunity for expansion outside of these  
24 pilot programs. And the Air District and I are here in  
25 whatever way possible in which we can share our learned

1 lessons and give you a hand in any of that.

2 Thank you.

3 MR. ECKERLE: Thank you very much.

4 And Jaime wanted me to make sure that -- you  
5 know, that he is always available on Facebook or text. So  
6 if you have any follow-up questions.

7 So I wanted to open up to the dais because we're  
8 a little short on time. That was a great presentation.

9 MR. RECHTSCHAFFEN: I have two questions. Thank  
10 you for that great presentation.

11 One is could you provide a little bit more detail  
12 about the virtual credit card or whatever that you're using  
13 because it's very intriguing.

14 And I guess I have a question for Bailey.

15 Are you already starting to incorporate in CARB's  
16 funding guidelines the lessons learned from car sharing  
17 programs like this in terms of what we're looking for going  
18 forward for future projects?

19 MR. LEMUS: So I can't share much on the Visa  
20 card since it's not -- it's still in development. In  
21 essence, what it is, it's like a Visa logo'd credit card,  
22 kind of like what you buy at Raley's or Bel Air, a gift  
23 card.

24 We think that the Air District may have to be  
25 kind of the escrow or the bank. We're looking at providing



1 the Visa cards to different participants in disadvantaged  
2 communities with a pre-loaded amount. There will be  
3 merchant code restrictions to allow only transportation  
4 merchants to be -- to have access to the funds.

5 I think that's really mostly what it is. And so  
6 we will evaluate the ridership, the use. And as members  
7 draw down on their allotment, then we will continue to -- I  
8 guess continue to add to the balance.

9 So we are looking at a couple of pilot programs,  
10 one for six months and then another for a year in different  
11 communities. And so we haven't yet exactly figured out  
12 which communities that will be. We're thinking maybe the  
13 Franklin Boulevard area may be one. We are thinking South  
14 Sacramento may be one or downtown.

15 MS. SMITH: Just to say feedback from projects on  
16 the ground like this is incredibly valuable for not only  
17 CARB's program but for all California Climate Investments  
18 programs.

19 As we learn more and more about, you know, what's  
20 working and what's not working, we do try to take those  
21 recommendations and turn them into guidance for all the  
22 agencies to let them know how to improve access and tackle  
23 some of these language barriers and all the things that  
24 Jaime described.

25 MR. LEMUS: I also want to add, you know, we've

1 been talking with ARB staff about -- you know, there's this  
2 discussion about admin funds, right? In every grant you  
3 have admin funds, and then sometimes the admin funds don't  
4 necessarily cover the program costs, right?

5 As we talk about Clean Cars for All, as we talk  
6 about programs like this, they're very labor intensive  
7 because of the engagement with the community. We are in  
8 conversations with the Air Resources Board right now about  
9 education and outreach funds outside of the admin funds.

10 So we are constantly in communication. We are  
11 sharing with them. I've had discussions with Anne Marie  
12 from ARB as well, with those types of ideas.

13 South Coast and the Bay Area and San Joaquin will  
14 tell you that, you know, the engagement with the community  
15 is very labor intensive. And there's a lot that goes with  
16 it: the public relations aspect, the translation services,  
17 the after-hours, the pizza, the donuts. All of that,  
18 right? The raffling.

19 We have to think outside of just the regular  
20 program funds and admin funds in order to make these  
21 programs successful.

22 COMMISSIONER SCOTT: Let me check to see whether  
23 or not -- I wasn't handed any blue cards. I know we have a  
24 little bit of a comment period also after this panel.

25 If I don't have any public comment, let's keep

1 going on the dais.

2 I have a bunch of questions and it looks like  
3 Richard has one as well. But I want to make sure if there  
4 are folks who wanted -- in the public who wanted to say  
5 something, they have an opportunity to do so.

6 Go ahead, Richard.

7 MR. COREY: All right. Great presentation,  
8 Jaime.

9 Question for you: What's the interaction of the  
10 car share program with the Electrify America/VW  
11 Investments? I think it's -- Sacramento has a green study.  
12 I think it's \$44 million over a period of time. How do  
13 those relate to one another?

14 MR. LEMUS: That's a great question. We are in  
15 constant communication with all of the Electrify America  
16 and Green Region partners.

17 A lot of it is car sharing: Envoy, Gig,  
18 Microtransit projects as well. So we're always in  
19 communications to make sure that we don't saturate our  
20 communities.

21 And then also -- the biggest, I think -- the  
22 biggest plus is the infrastructure component in developing  
23 and deploying infrastructure where everybody can use it.  
24 We're hoping that the car share participants will be able  
25 to charge at any of the Electrify America charging sites.

1 And we're also hoping that the Visa card will also be a  
2 seamless integration to any of those programs as well.

3 In essence, how we look at it with Electrify  
4 America and Envoy and Gig is a massive wave of mobility  
5 projects here in the Sacramento region so that everyone can  
6 be able to access.

7 Our car share programs are really located  
8 specific to some residential communities, but at the same  
9 time outside of those communities, those same members will  
10 be able to -- hopefully will be able to use the Envoy and  
11 Gig system as well.

12 COMMISSIONER SCOTT: Yes, I have a question and  
13 then I want to turn back to our panelists. I know some  
14 folks had a few concluding remarks and may have questions  
15 for one another, since we have until about 3:15 here.

16 The question that I had kind of goes back to the  
17 outreach that you did, Jaime, with the members. And you  
18 mentioned that many of the folks said, "Oh, I just use my  
19 phone for texting, not for -- I don't have apps." And so  
20 one question I had was, so it turns out that most people do  
21 have phones, they just have to figure out how to get the  
22 apps on there?

23 And then the second question was you mentioned  
24 you have about 150 members so far. Is that enough for the  
25 number of cars that you have or is the supply -- the demand

1 outpacing the supply? Or how is that kind of coming along?

2 MR. LEMUS: So, you're right. We definitely had  
3 to show members how to use apps. Their children were  
4 instrumental in that as well.

5 But one of the things that we learned from that  
6 is a telephone concierge system. And one of our partners  
7 here, Envoy, has definitely learned from that. And so they  
8 were able to have a telephone concierge system because some  
9 folks just don't want to go online on their phone and  
10 reserve a vehicle. They prefer to call.

11 In addition, I know RT's Smart Ride down on  
12 Franklin Boulevard has also integrated the concierge  
13 service as well so you can just call in. As you can  
14 imagine, some of our grandmothers, they don't want to get  
15 online and reserve something on a phone app, so they feel  
16 more comfortable just calling and saying, "Hey, I need to  
17 be picked up" or "I want to reserve this."

18 The 150 members does meet Zipcar's utility model  
19 as far as full utilization. If we were to increase the  
20 vehicles within that neighborhood, we feel comfortably that  
21 the membership would increase, because we do have  
22 communities that, as we drive by them sometimes or -- even  
23 the feedback that we get is, you know, I really wanted to  
24 go and reserve this vehicle on this day, but it's just out.

25 So even the communities are starting to have to

1 learn now that you've got to reserve the vehicle in  
2 advance. You can't just say "I want to get up and go"  
3 because that just doesn't quite work.

4 So deploying more vehicles in communities I think  
5 would definitely benefit.

6 COMMISSIONER SCOTT: Great. Let me see if any of  
7 the other panelists would like to make -- Bill, yes,  
8 please. And others if you would like to feel free to make  
9 some concluding remarks or ask each other questions. And  
10 we'll turn back to the dais as well.

11 MR. MAGAVERN: Thanks a lot, Janea.

12 And I did have just a few short recommendations  
13 based on the report and our experience.

14 The report addresses the need for funding for  
15 clean transportation and mobility, and most of the funding  
16 for these equity programs so far has come from the  
17 Greenhouse Gas Reduction Fund. Yet if you look at that,  
18 there is sustained continuous appropriations for transit  
19 and high-speed rail, but the other clean transportation  
20 programs we have to scrap every year for that funding. So  
21 I think that inequity needs to be redressed.

22 And we also need to look beyond the GGRF to other  
23 funding sources. And I will note -- and I can say this  
24 since I'm the one person up here who doesn't work for the  
25 government -- first, we need to defeat Prop 6, which would

1 make it virtually impossible to enact some of the  
2 recommendations in the report like fee bates on vehicles or  
3 raising motor vehicle fees in the future. That would all  
4 have to go to the ballot, which would be an extremely  
5 expensive proposition.

6 So just starting with that and then thinking more  
7 broadly about ways that we can sustainably fund these  
8 programs.

9 Secondly, I think we need to have greater  
10 integration and coordination of the different programs,  
11 Climate Investments and other investments and the one-stop  
12 shop.

13 We're excited that Grid Alternatives has been  
14 awarded that from CARB. That's a first step but that only  
15 addresses the vehicle programs, and we think we could  
16 broaden that and have energy programs, so somebody gets a  
17 plug-in vehicle and then they can get solar on their  
18 rooftop so that they're plugging into solar energy.

19 And I also want to second Jaime's really  
20 important point that we need to see flexibility from the  
21 agencies and the legislature in allowing for education and  
22 outreach activities, not to be kept the way that  
23 administrative costs are kept, because as we've heard,  
24 those are really essential to these disadvantaged community  
25 programs.

1           And then we also need to make sure that we're not  
2 doing any harms like displacement. Katie Valenzuela-Garcia  
3 talked about that this morning. And keeping in mind  
4 safety. There are places where people don't feel safe  
5 biking or walking because of traffic or crime.

6           And when we talk about sharing vehicles, I know  
7 there's been some research indicating that in some  
8 communities, people are worried that they might be held  
9 liable if a previous driver left drugs in the vehicle.

10           So we need to think -- as Jaime said, it's not  
11 the kind of thing that we might naturally be thinking of  
12 but in a lot of communities those are concerns.

13           Thank you.

14           MR. LEMUS: Bill, that was -- you touched on  
15 something kind of different there on the drug issues, you  
16 know.

17           We actually did have to have a conversation with  
18 our PR folks and our director in saying "Oh my gosh, what  
19 if this does happen and then it gets on the Sac Bee and our  
20 car's there and our logo's there and then next thing you  
21 know, everybody's giving us a call."

22           That's part of the risk. You know, that's part  
23 of the risk. It can happen at any time. It could happen  
24 in any community, not just disadvantaged communities.

25           I know that when I first met -- as we were



1 developing this project and we were talking about the  
2 deployment of these projects within disadvantaged  
3 communities, a lot of those issues were brought up, crime,  
4 just different issues that some folks think are maybe more  
5 relevant within these communities.

6 But really, those are just issues that can happen  
7 anywhere at any time, DUIs, anything like that. So we have  
8 to get past that.

9 COMMISSIONER SCOTT: Sarah and then Martha.

10 MS. WHITE: Just had a quick -- one thing that  
11 struck me, Jaime, as you were talking, this idea of the  
12 many restrictions that we put on funds. Part of this panel  
13 is to talk about funding and how we can do that more and  
14 better.

15 I think one thing that strikes me, bringing this  
16 back to the jobs angle, is that we see that a lot of the --  
17 as we've already said, one of the recommendations is for  
18 climate and energy agencies to think about investing in  
19 standards, labor standards on the projects you're  
20 investing.

21 But insofar as climate energy agencies and  
22 programs are investing in workforce training, to really,  
23 again, listen to the community about what this looks like  
24 because we find often that there is there is a sense in  
25 government, right, that we know, that we only want to fund

1 those green bits of training.

2           And we know that most of these jobs may not even  
3 have green pieces to them. To sort of manufacture a  
4 vehicle or to build clean infrastructure or to operate an  
5 electrified bus, there are certainly some new skills. But  
6 what we want to look at is funding entire training programs  
7 and think about -- when we're thinking about access for  
8 disadvantaged communities is things like do people have  
9 stipends to afford going to work.

10           That's the kind of thing we need to invest in,  
11 not let's fund this little green bit of this curriculum,  
12 right? So I think this is just a much broader  
13 understanding of workforce and the kinds of things that we  
14 can and should be funding on that side.

15           COMMISSIONER GUZMAN-ACEVES: Well, I had a  
16 related question. One was on the operating and maintenance  
17 of the vehicles, just if you are using your own staff. Is  
18 there a workforce component that you're looking at there to  
19 train up the locals to be able to replace a battery or do  
20 any other kind of work to maintain the vehicles?

21           MR. LEMUS: No, but that's an excellent point.

22           In these communities with the education of the  
23 technology is baby steps, right? We are working with the  
24 American River College as they have an automotive program.  
25 And they are very progressive and starting to teach their

1 students on how to do maintenance work on electric  
2 vehicles.

3 They're also working with Twin Rivers with some  
4 of the zero-emission buses that are deployed out there and  
5 starting to look at some of the maintenance for the buses  
6 and heavy-duty as well. But for these vehicles, Zipcar  
7 takes care of all of that.

8 We wanted to make it as -- easy for the  
9 participant. And I think those are good things to start  
10 thinking about in the future for workforce development.

11 COMMISSIONER GUZMAN-ACEVES: Then just one more  
12 question --

13 COMMISSIONER RECHTSCHAFFEN: Can I just ask a  
14 quick -- sorry to interrupt you. Does Zipcar get any  
15 funding from this as a result?

16 So, for example, Sarah says you should attach  
17 workforce development agreements with labor standards to  
18 any funding we're giving. Could we do that for Zipcar,  
19 saying you're maintaining these fleet vehicles, but you  
20 have to contribute to a community college apprentice  
21 program or something like that. Do they get funding on --

22 MR. LEMUS: Sure. Absolutely. We can definitely  
23 develop something like that into our agreements. That  
24 would have to be part of the original grant though, or that  
25 component would be in there.

1           COMMISSIONER GUZMAN-ACEVES: The other thing I  
2 just wondered about -- I didn't see, and I'm sure you've  
3 talked a lot about -- you just mentioned a new partner that  
4 wasn't on your PowerPoint. But what about SACOG and some  
5 of these larger transportation planning agencies? It's  
6 interesting that you as an Air District are taking the lead  
7 on so much of the transit need in the community.

8           Obviously, you're showing leadership there, but  
9 it does kind of raise the question of where SACOG's  
10 involvement in RT you mentioned is a partner. But can you  
11 talk about that relationship?

12           MR. LEMUS: So we are very integrated with SACOG.  
13 Just to give you one example, we run CMAQ dollars, which  
14 are federal highway dollars, through SACOG through the  
15 district with our CCAP program, which is a heavy-duty  
16 replacement program.

17           Now, we've changed our guidelines just last month  
18 with SACOG and our board to be able to deploy zero-emission  
19 vehicles and give a higher dollar incentive for those  
20 participants.

21           So we are very much aligned with SACOG's  
22 missions. Our Jump Bike program is also integrated with  
23 SACOG as well. Many know that it's a SACOG deployment but  
24 don't know that it's the Air District also with them. So,  
25 yes, we are very much partnered with SACOG and Regional

1 Transit as well.

2           And just to kind of go back a little bit. The  
3 reason we're very interested in the reduction of VMT, or  
4 vehicle miles traveled, and transit and increased ridership  
5 is because our region is very impacted by mobile sources  
6 and so therefore will spend the money to reduce those  
7 emissions.

8           COMMISSIONER RECHTSCHAFFEN: I just want to thank  
9 you since Commissioner Guzman-Aceves treated me to Jump  
10 Bike after lunch. It's my first time and it was a great  
11 experience, because I rode to Davis. That's why I was late  
12 because I was so excited I could ride so fast.

13           COMMISSIONER SCOTT: Awesome. Well, if everyone  
14 will join me in thanking our terrific panel.

15           And we will go right into Panel Number 4. Panel  
16 Number 4 is entitled "Measuring Progress for Low-Income  
17 Californians in Clean Energy and Transportation Access."

18           So we will just take about 60 seconds here to  
19 switch out the speakers and panelists and then we'll get  
20 right going.

21           Okay. It looks like everyone is assembled --  
22 almost.

23           All right. It looks like our Panel Number 4 is  
24 assembled, so I will turn it over to Commissioner  
25 Guzman-Aceves to kick us off.

1 COMMISSIONER GUZMAN-ACEVES: Thank you.

2 All right. Good afternoon, everybody. This  
3 topic today, we're talking about something that's come up a  
4 lot already which is our tracking of metrics and our data  
5 gathering so we can show progress.

6 So we are going to hear from different agencies,  
7 both some of the locals down in Southern California and  
8 here in the state.

9 So I think without further ado so we have enough  
10 time for discussion, I'm going to go ahead and turn to the  
11 California Energy Commission so that we can hear about  
12 their indicators report that has been a part of the 350  
13 work that we've been doing.

14 We got a little glimpse of that when we were at  
15 our Disadvantaged Communities Advisory Group. So thank  
16 you, Pamela, for coming out for that. Okay.

17 MS. DOUGHMAN: Okay, is that right? Can you hear  
18 me?

19 COMMISSIONER GUZMAN-ACEVES: Yes.

20 MS. DOUGHMAN: So as part of the SB 350 Barriers  
21 Study Part A, there was a recommendation to -- excuse me.  
22 There was a recommendation to develop energy equity  
23 indicators and so we developed draft a framework report and  
24 we consulted with stakeholders and we had opportunities for  
25 public input. And in June we released our energy equity

1 indicators and there are three ways to view the data.

2 Can you turn to the next slide? Thank you.

3 There are three ways to view the data: as a  
4 report. Excuse me.

5 UNIDENTIFIED SPEAKER: Would you like some water?

6 MS. DOUGHMAN: Maybe I'm a little better now.  
7 Thank you.

8 As a PDF and also as a story map and as an  
9 interactive mapping application that shows different data  
10 layers that people can turn off and on.

11 So the purpose is to highlight opportunities to  
12 expand clean energy access, investment and resilience in  
13 low-income and disadvantaged communities. And the report  
14 also points to key data gaps.

15 So some of the layers include disadvantaged --  
16 sorry. Some of the layers include disadvantaged  
17 communities have been discussed earlier today using the  
18 CalEnviroScreen 3.0.

19 We also have tribal communities shown as a data  
20 layer. And we also have areas that have a median income  
21 that is 60 percent of statewide median income that's shown  
22 in dark green. And then we also have areas that are 80  
23 percent of statewide median income.

24 And the idea was to identify locations that are  
25 likely to be eligible for a broad range of programs. And

1 the 60 percent statewide median income, we compared what  
2 that would mean, and so we use that as a key data layer for  
3 most of the other indicators.

4 If you could turn to the next one.

5 So the data show opportunities for outreach and  
6 investment. There's been some discussion today about  
7 public health and the importance of looking for  
8 opportunities to address public health at the same time  
9 that we're looking at energy efficiency and other clean  
10 energy investment opportunities.

11 So here I just pulled up some of the maps. The  
12 one on the left shows areas with high -- where the county  
13 has a high number of emergency room visits due to heat for  
14 10,000 people. And then as another data layer we show here  
15 also the census tracts that have a statewide -- that have a  
16 median household income that is 60 percent of the statewide  
17 median.

18 And then there is another layer we have. This is  
19 from Cal-Adapt, this layer. It shows with climate change;  
20 additional cooling degree days are expected to increase  
21 significantly by mid-century. And that's on the left.

22 And then on the right we see data from the CPUC  
23 that show areas that have a lower level of expenditures for  
24 energy efficiency or the number of people participating per  
25 zip code where there is an overlap with the housing, 70



1 percent of the housing being built before 1979.

2           So the point here is to identify opportunities  
3 for further outreach and investment where we can really  
4 make a difference in public health and energy efficiency.

5           Also, there was a mention about energy burden,  
6 the cost of electricity bills. And as the temperatures go  
7 up, we have a real opportunity, especially in low-income  
8 areas, to help keep the electricity bill low through energy  
9 efficiency investments.

10           Next slide, please.

11           And so this just highlights another example.  
12 This shows -- the pie graph on the left shows counties with  
13 the top urgency department visits due to asthma. And so  
14 San Bernardino is one of the counties that has -- scores  
15 high on this indicator.

16           And then on the right, looking at San Bernardino  
17 County and the data layers related to opportunities to help  
18 address this issue. The different layers here show low  
19 income with older homes, low efficiency, low solar and low  
20 electric vehicle rebate.

21           And so this is information that community  
22 organizers and program administrators can use to help  
23 expand outreach and uptake of the opportunities.

24           And I've been given a cough drop here.

25           Next, please.

1           So for more information, I have some links here.  
2 The energy equity indicators, the Low-Income Barriers Study  
3 Part A and also Part B from ARB, as well as the SB 350  
4 Disadvantaged Communities Advisory Group.

5           Thank you.

6           COMMISSIONER GUZMAN-ACEVES: Thank you, Pam.

7           And I'll just say that we were able to dig in a  
8 little tiny bit deeper during our Disadvantaged Communities  
9 Advisory Group. I know it's a tool that I really encourage  
10 everyone to spend some time with to really help inform all  
11 of our investment strategies.

12           So we're going to move next to our case study and  
13 then go to our panel. And we're joined today with Amy  
14 Dryden, who is from the Contra Costa County Weatherization  
15 and Energy Efficiency Pilot Project.

16           MS. DRYDEN: Good afternoon, everybody. My name  
17 is Amy Dryden. I work for Build It Green.

18           I'm the Director of Policy and Technical  
19 Innovation there. And kind of the hat that I'm wearing  
20 right now for this project is Build It Green is  
21 administering the single-family low-income weatherization  
22 program in Region 2, which is around the Bay Area and also  
23 in Los Angeles, Santa Barbara and Ventura Counties.

24           So there's a number of themes that I've heard  
25 throughout the day. So thanks for still being here but

1 you'll hear consistent themes in terms of trust,  
2 partnerships, local channels, alignment or misalignment of  
3 programs, funding constraints or funding opportunities, we  
4 could also say, and more investments that's needed.

5           So I'm going to talk a little bit about the why  
6 because I think it helpful to frame it, not that I don't  
7 think you all know this and some of it probably better than  
8 me, but I think it's also helpful.

9           So I'm going to talk about bridging the gap  
10 between on-the-ground health professionals and energy  
11 efficiency professionals and why that is impactful.

12           So as California, with the largest, cleanest  
13 economy, the most aggressive climate policies, you know,  
14 we've got the Global Summit coming up in September, you  
15 know, reductions for greenhouse gas emissions, doubling of  
16 energy efficiency by 2050. I don't say that. I know you  
17 all know it.

18           But I say if we're that committed to greenhouse  
19 gas emissions, then we are also committed to health. It is  
20 in intersectoral problem. It's a challenge.

21           And I was reminded of that as I drove up here  
22 today, listening to a report about the fires. So I'm  
23 thinking, oh, fire impact, drier, loss of house, loss of  
24 security, affordable housing.

25           But the whole report was about the fact that the

1 smoke was blocking the sun so crops were not growing. So  
2 then farmers were not able to generate the yield that they  
3 thought they would be able to generate. It also meant the  
4 air quality was really bad, that the workers couldn't work  
5 a full day, so they're leaving at 12:00. So now wages are  
6 reduced for that population. And with less volume of a  
7 crop, then also cost goes up.

8 So all of a sudden in this very short period of  
9 time, I just reminded of this intersectoral approach and it  
10 is just something to keep in mind.

11 Also with that I would say, as we think about  
12 climate change, it is the most vulnerable communities that  
13 are affected the most. While it affects all of us, 38  
14 million population in California, it's those that are most  
15 vulnerable with the least resources to respond that get  
16 impacted first.

17 And we can think about those folks from a health  
18 perspective, we're looking at asthma. We can think about  
19 chronic obstructive pulmonary disease which is COPD,  
20 cardiovascular disease, children or elderly who have harder  
21 times dealing with higher heating degree days that Pam was  
22 just talking about as we look forward, and energy burdened  
23 households.

24 So if anybody -- if these communities or people  
25 have those conditions, climate change is just exacerbating

1 that.

2 In conjunction with that, a number of our  
3 vulnerable populations, as Maria pointed out earlier today,  
4 live in rental housing. And if we look at the quality of  
5 rental housing, it is often going to have greater deferred  
6 maintenance and more substandard conditions, which can be  
7 moisture, which can be mold, which can be pest infestation,  
8 which also exacerbate health conditions.

9 So as I mentioned, you know, these resources are  
10 the least able to cope with climate change, to afford the  
11 more expensive food, to the transportation that Jaime was  
12 talking about previously, and to be able to control their  
13 environment as far as maintaining a comfortable home.

14 So some of the strategies that we can put in  
15 place for climate change can also present health  
16 co-benefits and those opportunities. I think if we think  
17 about them in a planned way, we can really maximize both of  
18 those, but it takes some thought. It takes a lot of  
19 coordination.

20 So I want to talk about how the energy efficiency  
21 improvements and health can work together. And I think the  
22 first thing is also just to define health. And the reason  
23 why I do that is because coming from the energy efficiency  
24 sector, coming from the building sector, it often gets  
25 defined in a very, very narrow way and it's often just

1 about combustion safety.

2           But if we think about health it's a state of  
3 complete physical, mental and social well-being, not merely  
4 the absence of disease or infirmity. And so I think that  
5 really is important for us to think about that conceptually  
6 and how we have healthier communities.

7           I will give one just -- also a quick definition  
8 of weatherization just so we're all hearing the same thing.  
9 Weatherization is often delivering energy efficiency to  
10 homes, air sealing, improvements to ventilation  
11 potentially, adding insulation or improving space  
12 conditioning systems.

13           So if we think about healthy homes and how to  
14 support that, they are dry, clean, safe, well ventilated,  
15 pest and contaminant free, well maintained and thermally  
16 controlled. And any deficiencies in those can result in  
17 health impacts. So indoor moisture or mold can contribute  
18 to respiratory disease, in particular asthma.

19           Pests and cockroaches are connected to  
20 communicable diseases and respiratory disease. Improper  
21 heating and cooling create temperature extremes that can  
22 exacerbate illness or even cause death. And stress from  
23 unhealthy housing or even high energy burden can also  
24 result in mental health impacts.

25           So as we think about some of the common energy

1 efficiency measures like improving envelopes and air  
2 sealing, putting in more insulation, improving a space  
3 conditioning system or even making it operable can really  
4 help mitigate those negative impacts on residents and have  
5 these positive benefits on their health.

6           So I'm going to talk about what we did in kind of  
7 the pilot. And I will say there's a number of studies that  
8 talked about this correlation of energy efficiency and  
9 health, and we do have a lot of anecdotal evidence even  
10 from the low-income weatherization program where this one  
11 resident in Southern California said, "Well, within six  
12 months after receiving services, our son was not taking his  
13 medicine as much for his asthma and he's able to go to  
14 school more frequently." She felt better.

15           We don't have a direct tie, but those anecdotal  
16 stories are really powerful for us to understand the  
17 benefits to real people.

18           So one of the things that will come up as I talk  
19 about challenges is -- so we brought together energy  
20 efficiency folks. And if you think about the way energy  
21 efficiency folks approach things, is that they're looking  
22 at a house. They're looking at things in that house and  
23 how to assess it and how to improve it.

24           And then we're putting them with folks -- public  
25 health professionals who have a mind-set of social

1 services. They have a look of surveying the person, that  
2 individual and they're tied to a number of other social  
3 services within that group.

4           And so very different perspectives, but they can  
5 be mutually reinforcing. And so with that, with this idea  
6 of leveraging these public health professionals that are on  
7 the ground in people's homes, doing home visits, Michael  
8 Kent of Contra Costa Health Services was the champion here  
9 who said, "I want to figure out how to link these two. How  
10 do we link these services and how do we better, you know,  
11 provide services to these clients comprehensively?"

12           So it started about having a discussion with the  
13 public health professionals to say "Hey, are you interested  
14 in this?" And public health professionals have often  
15 connected health and housing. But I think the idea of  
16 energy efficiency was a new piece to put in their tool  
17 bucket, I guess. They hadn't thought about that as much.  
18 Mostly thinking about housing stability or having a house.

19           So there were 60 public health nurses who were  
20 trained. They conduct in-home health visits for low-income  
21 residents who have Medi-Cal.

22           And so they had knowledge of their patients and  
23 their conditions, and so they thought these would be a  
24 great channel to identify folks that would benefit from  
25 weatherization services.



1           So we trained them and there were several things  
2 we had to train them on.

3           One is what are these programs. And I forget who  
4 mentioned it earlier, but there's a number of programs out  
5 there. So what is this program, what's the eligibility,  
6 how do I know to understand it enough that I can feel  
7 confident in making this referral, because they did not  
8 want to be the one who makes a referral that falls through  
9 the cracks.

10           Geographical location. We're dealing with the  
11 low-income weatherization program that's only available in  
12 the DACs. And then we had LIHEAP, which is Low-Income Home  
13 Energy Assistance Program, which is DOE funded. That's  
14 available in other areas where you have to be a U.S.  
15 citizen. In LIHEAP you don't have to be, but you have to  
16 be in a DAC. All of these things to negotiate.

17           And then the opportunity for energy efficiency.

18           So we tried to simplify it as much as possible  
19 and gave them six questions to ask. And if the client said  
20 yes to any of those questions, then they would be referred  
21 over to weatherization services.

22           And those were like: Does the client have a  
23 health condition that makes him or her vulnerable to heat  
24 or cold. Are there any obvious cracks or gaps in windows,  
25 house or the -- we said "house," not "envelope," and people

1 know "house" as a more recognizable term. Is the client  
2 uncomfortable like on very hot or very cold days. Do they  
3 have challenges paying a bill. Are there broken  
4 appliances. And is there a missing carbon monoxide or  
5 smoke detector.

6 And so then if the answer was yes to any of  
7 those, then they would work with the client in some way to  
8 get them enrolled and complete an application for the  
9 program. And we had to be as flexible as possible because  
10 this was a hurdle. This required them filling out an  
11 application. This required providing documentation of  
12 income or categorical eligibility, providing  
13 identification.

14 And so sometimes the nurse could do it.  
15 Sometimes Michael from the -- from Contra Costa Department  
16 of Public Health would do it. Sometimes it would come to  
17 us.

18 Like today I have a staff right now who is out at  
19 somebody's house -- or they're probably back now -- but  
20 working on that.

21 So we try to be as flexible as possible, mainly  
22 to uncover what things are barriers to getting them  
23 enrolled, because even though we know this is a benefit for  
24 folks, this is not on their top 10 list most of the time.  
25 Most of the time it's: Am I getting to work, am I getting

1 my kid to school and then to get groceries.

2           There's other things. And so being home and  
3 completing the application is not necessarily on my top 10.

4           So this pilot is still ongoing. As I mentioned,  
5 I have somebody out today. But we got 31 referrals from 16  
6 nurses. And then right now out of that, we had six that  
7 have completed work. In this process, we've asked for  
8 surveys pre and post. We only have two surveys back right  
9 now. So kind of getting information is still a bit of a  
10 challenge.

11           There's a number of reasons why. You know, we  
12 had 31 referrals and, you know, only six of them are  
13 getting served right now. Some folks have moved away.  
14 Some folks we can't get a hold of. Some folks just haven't  
15 had the time to complete the application, like it's, you  
16 know, piled up on the counter with some other stuff and,  
17 again, it's not rising to the top.

18           In a large number of them, their landlord would  
19 not sign off. And so this was a big barrier because we can  
20 install really minimal measures without a landlord signoff,  
21 but those are not the measures that are going to have the  
22 big impact.

23           So I want to share a case study with you, and  
24 then I'll -- kind of an example -- another example and then  
25 I'll talk about some of our lessons learned and challenges

1 or recommendations, because we're still processing data to  
2 help inform other recommendations or programs.

3 But we had this one nurse who went out, made this  
4 referral to this gentleman. He has respiratory failure,  
5 congestive heart failure and renal failure. And this was  
6 last summer.

7 So if you all can reflect a little bit how hot it  
8 was last summer, and this is in Contra Costa County so it's  
9 a higher cooling degree days there. Maybe not as much as  
10 Sacramento, but I'm from Oakland so it's warmer for me.

11 So this gentleman got enrolled in the program.  
12 They went out there and his air conditioning was  
13 inoperable, and so that got replaced. Also, windows that  
14 could not open that were kind of sealed shut were made  
15 operable. So it allowed him to actually condition the  
16 home.

17 So I would say kind of the short of it, we  
18 probably prevented a number of emergency room visits  
19 throughout that whole summer. You could even say we  
20 saved -- his life was saved because of this, because he was  
21 able to be in that room. He was on oxygen 24 hours a day,  
22 and now he's on it just part-time during the week.

23 So there's definitely improvements. He was able  
24 to start walking, you know, again. Kind of some of these  
25 life-changing impacts.

1           One of the things that was also interesting for  
2 us is that deferred maintenance issues existed in that  
3 household. And while we could replace the air conditioning  
4 unit, we could not deal with the pest infestation.

5           And so, you know, this is one of our challenges.  
6 As I've heard a number of people talk about metrics and  
7 constraints on funding sources, one of the things, you  
8 know, we want to be able to do is when we get in the  
9 house -- outreach engagement is the highest cost. It's the  
10 hardest thing. It requires trust and confidence, and when  
11 we have that trust and confidence and we're in the door, we  
12 want to serve as comprehensibly as possible.

13           So in that, we need flexibility in funding. We  
14 need more coordination between funding sources and  
15 professionals who can deliver those services, because he's  
16 still -- those are things we can't address even though we  
17 had this other large benefit for him.

18           So as a side note, we've also been working with  
19 folks to do asthma in-home visiting programs and working  
20 with that. That's kind of a side to this one.

21           So some of our thoughts on this -- again, we're  
22 still in progress, we're still engaging this so we're still  
23 learning. There is a lot to learn. And so some of the  
24 things I can share with you today is, one, education is  
25 key.

1           Education is key for the client, the resident in  
2 that home. What is this benefit, you know, what's the  
3 value to you.

4           It's important for the public health professional  
5 making this tie of energy efficiency and health to  
6 understand these programs. And I will say and in  
7 particular for energy efficiency professional.

8           As I have talked and trained energy efficiency  
9 professionals and talked to them about the benefit of the  
10 work they're doing, you can see a switch in that mind-set  
11 of getting away from, you know, kind of a widget or kind of  
12 equipment, you know, delivery mentality to service.

13           And I think that's really valuable and just  
14 understanding the impact that they have.

15           I think it's really important to think about the  
16 accounting for the level of effort. And what I mean by  
17 that is for that client or for that customer, what's that  
18 level of effort for them to get involved. They can get  
19 asthma services a lot easier than they can get energy  
20 efficiency services.

21           So how do we do that and meet them where they're  
22 at. If they have to be home, if they have to take off  
23 work. What do they have to do to get enrolled or what kind  
24 of documentation to support their application.

25           If we really value this, then let's, you know,

1 create metrics or compensation or value for public health  
2 professionals and energy efficiency professionals to  
3 deliver it and invest in it.

4 We don't want unfunded mandates. We want to  
5 reduce the number of touches on homes, minimize the impacts  
6 on residents and maximize those benefits.

7 Gaps in funding are a challenge, as I mentioned.  
8 So we can increase funding, we can find new sources.  
9 Again, it is an intersectoral issue, so we can leverage  
10 funding from multiple sources, and we can go beyond just  
11 GGRF, which I've heard from a number of presentations  
12 today.

13 We want to make sure that the funding addresses  
14 the need of the home. So if I'm delivering energy  
15 efficiency, there is that benefit. But that resident may  
16 also really love to have a handrail so they can get up and  
17 down their steps, you know, 20 times a day basically, in  
18 addition to having a reduced bill.

19 Pam mentioned, you know, funding and kind of  
20 climate change impacts to weather. And so I think if we  
21 think about funding tied to greenhouse gas emissions and  
22 funding, so that should allow us to increase the types of  
23 measures we can install in homes to have both those  
24 benefits, not just maybe direct GHGs that are calculated  
25 based on saved kilowatt hours or therms but broader so I

1 can do ventilation, so I could do pest and mold and  
2 moisture impact. Or I could also account for forward-  
3 looking weather data where I might want to do air  
4 conditioning in San Francisco because it's senior housing  
5 and it's getting hotter there.

6 I know I've got like one minute, so I'm going to  
7 close out just on a couple of things.

8 You know, we're working on collecting this data  
9 and so there are some things that I would say that are  
10 important.

11 One is metrics to support -- to driving this  
12 holistic work and also a collaborative process. I've heard  
13 that a lot today. We're better when you have this more  
14 integrated process like health and EE professionals.

15 We're trying to document the conditions of the  
16 homes so we know what problems we're trying to solve and  
17 what's the magnitude of them. So I think that's also  
18 useful.

19 We want metrics for the co-benefits and also for  
20 the population served. Serving these folks takes a lot of  
21 effort. It's not just a one-time call to schedule that  
22 appointment. It's multiple. And so if we're asking -- if  
23 we're targeting medically vulnerable populations as a  
24 population we want to make sure is served, then we want to  
25 have maybe metrics in there that quantify that and also



1 account for that level of effort.

2           We are trying to scale this and so we're doing  
3 that by continuing engagement with public health  
4 departments, folks like BARHII, which is Bay Area Regional  
5 Health Inequities Initiative. And they have a buildings  
6 group, which is awesome, so I go and talk to that buildings  
7 group and we talk about connection on what we can do in  
8 terms of advocacy and education.

9           And I think the more we try this, the more we  
10 will find out what doesn't work and other challenges to  
11 solve, things that may be unique to different communities  
12 and also things that can be consistently applied across  
13 communities and be more broad that could scale up to things  
14 at the state level.

15           And lastly, I think we just have to keep this  
16 balance of doing what is right and trying to serve as much  
17 as we can in parallel with trying to gather information and  
18 data to demonstrate.

19           COMMISSIONER GUZMAN-ACEVES: Thank you very much.  
20 You just gave a lot of different indicators that can be  
21 used to track.

22           And I think that's really perfect because we're  
23 going to hear next from in a way a little bit more  
24 traditional energy and transportation indicators and how  
25 we're starting to incorporate these health indicators

1 broader than what the Air Board has done for a long time.  
2 Mental health in particular, one that you mentioned, that  
3 we certainly aren't tracking at the Public Utilities  
4 Commission.

5 So I'm going to ask each of our panelists to  
6 really focus on what it is that your effort is in terms of  
7 measuring and tracking, really get to that so we understand  
8 how you're measuring your progress.

9 So I'm going to start with the Aditya Sharma from  
10 the Los Angeles Department of Water and Power.

11 MR. SHARMA: Hi. Good afternoon.

12 So the Los Angeles Water and Power Board members  
13 and the leadership challenge us and then they also support  
14 us making sure that equity becomes part of decision making  
15 for pretty much everything from the decisions that we make  
16 around investing in infrastructure or the way we go out and  
17 service our customers or in our hiring processes, whether  
18 it's with gender equity -- so we started collecting data  
19 about a year and a half ago. And generally it seemed like  
20 we were doing a great job. But one thing that -- well, one  
21 thing I wanted to share here is the investment in the  
22 electric vehicle infrastructure, charging infrastructure --  
23 electric vehicle charging infrastructure.

24 So we looked at all the government-owned and  
25 municipally-owned charging infrastructure. There are about

1 less than 500 in the city of L.A. And we put it on the  
2 map.

3 So once you put it on the map, you can clearly  
4 see places where there aren't any. So one of the  
5 explanations that was offered was, "Well, it's where people  
6 own electric cars." Okay. Great. How about these other  
7 places?

8 So we are using CalEnviroScreens demographics  
9 underneath it. So there are some disadvantaged communities  
10 that have no charging infrastructure. So we were asked to  
11 do some policy change.

12 And one of the new things that we're trying to do  
13 is, do we concentrate our efforts in places where people  
14 already have it or do we go with the idea of if you build,  
15 they will come?

16 So our new effort is to -- our plan was to put  
17 about 2,000 chargers by 2021 but now we're trying to put  
18 10,000 charging stations as publicly accessible in  
19 government and municipally owned facilities, 10,000  
20 chargers by 2022. And equity is going to be a component in  
21 decision making and making sure that the gaps that we saw  
22 are going to be addressed.

23 COMMISSIONER GUZMAN-ACEVES: Thank you, Aditya.

24 Okay. We're going to move Joel Espinosa (sic)  
25 with the Greenlining Institute. Excuse me, Espino.

1           MR. ESPINO: Hello. Okay. Good afternoon. My  
2 name is Joel Espino, Environmental Equity Legal Counsel  
3 with Greenlining.

4           We are a racial and economic justice nonprofit  
5 here based in California, been doing that work for 25  
6 years. And around transportation, we've been pretty much  
7 on the cutting edge, so to speak, on equity and clean  
8 transportation since 2011.

9           And we've done that work in coalition with a lot  
10 of partners who are here in the room. Coalition for Clean  
11 Air is one of them through the Charge Ahead California  
12 Campaign and the California Climate Equity Coalition. And  
13 we have been involved in many efforts around just the EV  
14 equity pilots, the implementation of SB 1275. And we've  
15 also helped a little bit with these studies around clean  
16 transportation.

17           In terms of our current efforts there's  
18 definitely one thing that I wanted to highlight, a piece of  
19 research that we just put out in April that goes to the  
20 question directly around equity indicators, particularly  
21 around mobility and transportation.

22           But before I get there, I definitely just wanted  
23 to -- it's been a long day, right, but I think it's an  
24 important one and I just want to congratulate the Energy  
25 Commission and the CPUC and the ARB on putting this

1 together.

2           So I've been doing this work since 2014, and this  
3 is the first time where it's an entire day focused on the  
4 needs of low-income and disadvantaged communities. And I  
5 think we've come a long way, and I want to make sure we  
6 don't take that for granted because we're doing a lot of  
7 important stuff here.

8           And, you know, I was a philosophy major and a  
9 student of social change, so I like to start with big  
10 picture and then go a little about how what we are doing  
11 fits into that.

12           There's been a lot of comments throughout the  
13 day, and really what we're talking about here is a vision  
14 for change, right, that creates a society that's inclusive,  
15 just and fair, right, for everyone.

16           And I'm sure you all have gathered throughout the  
17 day, that's not going to happen overnight. In many ways,  
18 this is -- like a lot of work around justice, it is going  
19 to be a multi-generational effort really.

20           And so some of the commenters today have alluded  
21 that, and also what we're talking about here is like a  
22 systems change that we're talking about here, institutional  
23 change. And so that's a really complex thing to take on,  
24 and likewise as you've heard throughout the day, it's going  
25 to be a complex solution to tackle that.

1           And so I think we just need to be mindful of --  
2 these problems may seem big and like out of our hand. But  
3 there are things that we can do now today, best practices,  
4 that we can implement now and sort of lay the structures  
5 and foundation for that change to evolve and kind of ignite  
6 that transformation that we need.

7           There are things that we can do today and some of  
8 those have been talked about and mentioned already. But I  
9 just wanted to level set there.

10           And it was kind of with that thinking that we  
11 embarked on this project around mobility equity. So we put  
12 out what's called a mobility equity framework, how to  
13 prioritize people in transportation.

14           And we took that -- we didn't take that effort  
15 lightly. There was a lot of intention in terms of how we  
16 developed that framework.

17           And one of the ways that we did that was we  
18 developed a technical advisory committee and we wanted to  
19 make sure that a number of different voices were being  
20 represented on that.

21           We had folks from state government. Randall  
22 Winston actually was on that technical advisory committee.  
23 We had folks in philanthropy. We had folks from our  
24 environmental justice community. We had folks who were  
25 transportation justice advocates. And the list goes on and

1 on. Because for us, it was important that we were building  
2 off on existing stuff, right, existing efforts and not  
3 replicating efforts so that we kind of built as  
4 comprehensive of a framework as possible.

5 And, you know, because we are a racial and  
6 economic justice nonprofit, it was really important for us  
7 that that framework be centered on kind of three key  
8 principles: transportation justice obviously, which  
9 translates to a lot of the mobility stuff that's happening  
10 in access and providing lots of options; that it was  
11 centered on environmental justice so that we were promoting  
12 sustainable forms of transit, and also, you know, focusing  
13 on public transit options, those kinds of things; and  
14 economic justice.

15 And that's one thing that we heard in the panel  
16 previously is that there's a lot of investment happening,  
17 right?

18 And we need to leverage that opportunity to  
19 really help folks out of poverty and help our small  
20 businesses, as well, benefit from some of these  
21 opportunities. So those were the main principles that kind  
22 of shape our framework.

23 And so that's definitely one of the best  
24 practices that I like to mention here in terms of when  
25 you're looking for equity metrics and how to develop those,

1 obviously those have to be tied to some sort of objective  
2 or goal, right, that you're trying to achieve. And if  
3 you're asking the Greenlining Institute, those three  
4 principles are a good place to start.

5           And so are framework is built around those. And  
6 so I'll kind of walk through a little bit of how that shook  
7 out for us in the framework.

8           So the first goal around increasing access to  
9 high-quality mobility, that's our transportation justice  
10 goal. And what we found -- we did lots of research. We  
11 looked at equity metrics and metrics in general across the  
12 country and state to really hone in on like what are those  
13 metrics that people are using or agencies and advocates are  
14 using.

15           And so there are five that kind of bubble to the  
16 top and there were common across all metrics. So one  
17 obviously is affordability. Another one, accessibility;  
18 another one, efficiency; reliability; and safety.

19           So those are the equity indicators that we've  
20 come across to really ensure that we're meeting our  
21 objective of transportation justice, mobility, equity,  
22 whatever term you want to use.

23           On our goal around sort of reducing pollution and  
24 improving public health, it's our environmental justice  
25 priority. Obviously, clean air and positive health



1 benefits are like indicators in and of themselves but also  
2 reduction in greenhouse gases and reduction in VMT was  
3 another.

4 And then lastly, our last principle which is kind  
5 of, you know, really a key priority for us at the Greenline  
6 Institute was this principle around economic justice.

7 And so how do we enhance economic opportunity  
8 through our mobility investments. The indicators that we  
9 came up with there are connectivity to places of  
10 employment, education, services and recreation; fair labor  
11 practices; transportation-related employment opportunities;  
12 and inclusive local business and economic activity.

13 So this really gets to making sure that as we're  
14 taking on these investments, that we are also be mindful of  
15 generating an inclusive economic opportunity for everyone.

16 So, if folks want to share -- or learn more about  
17 all of the different details that went into the framework,  
18 I would suggest that you go to our websites. You can just  
19 Google "mobility equity framework" and that will come up.

20 And I'm just looking forward to questions and  
21 more conversation.

22 COMMISSIONER GUZMAN-ACEVES: Thank you, Joel.

23 Okay. And our final panelist is Maggie Witt with  
24 the California Air Resources Board. And then we are going  
25 to take some questions.

1 MS. WITT: Thank you so much.

2 Hi, everyone. I'm Maggie Witt. I work at the Air  
3 Resources Board, and I work in our research division.

4 And I have kind of a unique role on this panel  
5 here today because we're very early on in our process of  
6 developing our metrics. And these are metrics to try to  
7 assess our progress in helping to overcome the barriers to  
8 clean transportation and mobility opportunities for  
9 low-income and disadvantaged communities.

10 So we're at this place right now because we spent  
11 quite a bit of time on the outset working on developing our  
12 priority recommendations. And this activity, the metrics  
13 piece, is actually one of our supporting activities.

14 So we really wanted to work with the various  
15 participants on the task force to have a mechanism in place  
16 to first identify what are our priority recommendations and  
17 now we're at the place where we're actually implementing a  
18 lot of those. We've got our Governor's Office task force  
19 in place, and we're able to kind of take a step back and  
20 think about what are the metrics we want to use moving  
21 forward to try to track our progress and keep track of our  
22 implementation efforts as well.

23 So with that said, today I'm mostly going to be  
24 sharing information about our plan process, and so I just  
25 want to put that out there so everyone knows how you can

1 participate moving forward in our development of these  
2 metrics, because I think that they will be very important  
3 in helping us understand the progress that we're making and  
4 any changes that may need to be made along the way and how  
5 we proceed in implementing our recommendations.

6           So metrics development is something that is  
7 really important to our agency as a whole, so I don't want  
8 to forget to mention that. In addition to the metrics for  
9 our SB 350 progress that we're talking about today, ARB is  
10 also working a lot on developing metrics for tracking our  
11 progress on SB 375. That will be coming in a report to the  
12 legislature this year. Also tracking our progress in the  
13 California Climate Investments Program and down the line in  
14 the AB 617 program too.

15           So we realize that trying to develop these  
16 metrics is going to require really strong inter- and extra-  
17 agency coordination and collaboration. And then also we  
18 feel strongly that we need to work with the communities, as  
19 was done in developing our Barriers Report and really  
20 talking to them to understand, from their perspective, what  
21 are the barriers to clean transportation and mobility  
22 access.

23           So we want to do the same here with the metrics  
24 to make sure that what we're tracking is really the things  
25 that matter to the community and also make sure that the

1 metrics that we choose are things that resonate with them  
2 and are understandable and can be easily digested by all  
3 involved.

4           So far, you know, as I said, we're early on the  
5 process. But because of that, we want to really thank the  
6 CEC for the work you've done on the energy equity  
7 indicators. I think that provides a really strong  
8 foundation upon which we can build as we're putting  
9 together our metrics.

10           I think there are examples. I'm sure many of you  
11 have seen their report and their website. It's very cool.  
12 You should check it out. There are many examples in there  
13 of things that I think really tie very closely to the  
14 things that we'll be interested in, so I'm sure we will be  
15 building off of those. And we have already started the  
16 process of working together and developing what we plan to  
17 put together.

18           So I don't have much in the way of lessons  
19 learned for, you know, what we -- since we haven't done too  
20 much to date on this besides just some conversations and  
21 working together. But I can talk a little bit about where  
22 we are currently with our efforts.

23           So what we've done so far is we have been putting  
24 together an inventory of the different types of metrics  
25 that are used in other programs, and so I'm looking at Phil

1 (phonetic) right now because it's no coincidence that the  
2 work I've done so far is kind of organized around your  
3 accessibility-related indicators. And looking also to some  
4 of our other state agency partners to see what they have  
5 been able to put together to date so that we are not  
6 reinventing the wheel, so that we're looking at what's been  
7 done before.

8           So from our perspective, the purpose of  
9 developing the metrics is twofold. It's really to measure  
10 progress over time and addressing the barriers and  
11 increasing access. And it's also in measuring progress and  
12 implementing the SB 350 recommendations. So that includes  
13 incorporating lessons learned along the way. So we do  
14 really appreciate any work that has already gone into this  
15 effort.

16           The first step is currently underway, and so our  
17 next step we hope is to be able to go to our stakeholders  
18 and partners and share with them what we've found as far as  
19 metrics that we think, based on things that have already  
20 been put into place that makes sense moving forward.

21           And we also really want to be very deliberate in  
22 putting together a public process in coordination with  
23 communities and others to try to help us shape what those  
24 metrics will look like.

25           Okay. So I think that covers most of it. I just

1 want everyone to know that we are really going to look  
2 forward to working with you all on putting together what  
3 will be this kind of suite of metrics to help us moving  
4 forward.

5 We are really encouraging all of our partners to  
6 reach out to us. We're always open to one-on-one  
7 conversations with you to talk about your ideas moving  
8 forward. And I'm sure we will be reaching out to you to  
9 talk to you more about what will go into our public  
10 process, our consultation with stakeholders and reaching  
11 out to communities as we develop these down the line.

12 Thank you.

13 COMMISSIONER GUZMAN-ACEVES: And also, this  
14 reminds me, I think everyone's mentioned the utilization of  
15 the EnviroScreen, so we should give recognition to CEJA for  
16 all their foundational work that we're all building upon.  
17 I just want to do a quick shout out to them.

18 So I want to turn to the dais to see if there are  
19 any burning questions.

20 CHAIR WEISENMILLER: This is Bob. I was just  
21 going to make a couple quick observations.

22 One is that the fourth climate assessment is out.  
23 There is a study in the fourth climate assessment -- I  
24 think Pam can fill you in -- on sort of cool roofs and the  
25 impact there in terms of public health. And that was

1 discussed back at the national academy event. It's  
2 certainly pretty interesting.

3 But, again, just building off of your comment was  
4 that we were forecasting not only higher temperatures but  
5 more extreme temperatures, so that will certainly have big  
6 public health impacts.

7 COMMISSIONER RECHTSCHAFFEN: I had a question for  
8 Aditya.

9 You said that when you did the map of EV charging  
10 stations, it starkly indicated where there were and where  
11 there weren't. And we benefitted from your presentations  
12 over the past couple years in this group and otherwise.

13 And I'm wondering, are there other instances  
14 where spotlighting the disparities in provision of  
15 services -- because you also deal with reliability services  
16 and clean energy products and so forth -- has resulted in  
17 subsequent policy actions or changes by LADWP?

18 MR. SHARMA: A couple of other glaring things  
19 that popped out was -- one is solar. All right. So one  
20 was solar, the distribution of where the solar panels were  
21 going and very similar result to electric vehicles.

22 So we're expanding our community solar program to  
23 offer solar energy to communities that didn't have access  
24 to it before, so that program is underway. It's being  
25 developed.

1           And another one was gender equity in some craft  
2 works where traditionally it's mostly men. They're good  
3 paying jobs so the question was raised, why don't you have  
4 women in these positions.

5           The first answer that came back was, "Well, women  
6 don't generally take these." The next question was, "Well,  
7 has it been offered?" And "Well, technically yes."

8           I think it's more around just saying there is a  
9 job for you versus going and talking to people at an early  
10 stage and saying that "If you get in this field, these are  
11 the advantages that you can take over your career."

12           I think that's what we're doing now. We're going  
13 and talking to high school students. We're going to  
14 different women's colleges and conferences and highlighting  
15 the benefits of some of these craft jobs. It pays very  
16 well and anybody can really apply for it.

17           COMMISSIONER SCOTT: This is Janea Scott. And I  
18 had a couple of thoughts here. One is I really like the  
19 energy equity indicators that Pam and her team put  
20 together.

21           If you are a data geek, or even if you're not,  
22 it's a really fantastic tool. It's got a lot of different  
23 layers in it, and it presents itself in a way I think  
24 that's most useful to whoever you are and why you're  
25 looking for the data.



1           So if you're looking for, you know, electric  
2 charging, if you're looking for CARE customers, if you're  
3 looking for -- there's all kinds of layers that you can  
4 pull forward. And if you're looking also for where gaps  
5 are, as LADWP has also pointed out, you can kind of see  
6 where those are.

7           So if you're a policymaker and you're thinking  
8 about where do I need to target programs or where should I  
9 consider targeting programs -- so I just want to put in an  
10 extra plug for that for Pam and her team for putting that  
11 together. It's a fantastic tool. So if you haven't looked  
12 at it, take a look. You could geek out on it for a whole  
13 afternoon for sure.

14           You know, also, Joel, I wanted to follow up with  
15 you a little bit on your mobility equity framework. It's  
16 something that the Energy Commission also thinks about a  
17 lot as we're putting out our dollars through the  
18 Alternative and Renewable Fuel and Vehicle Technology  
19 Program or through AB 8.

20           And are there -- so it fits in really nicely with  
21 the metrics and the things that we're measuring, but I also  
22 think that there are principles in there that the Energy  
23 Commission and other agencies should be sure that we're  
24 incorporating in solicitations and other things that we --  
25 when we're putting out grant requests for funding and --

1 are there some that you would highlight for us?

2 MR. ESPINO: Yeah, absolutely. And really that  
3 was the vision behind the framework because in one way it's  
4 a measuring device, but it's also a way to ensure outcomes,  
5 right? And so for us that's definitely our vision and  
6 that's definitely the next phase of our work, is to do more  
7 advocacy around and talk to various state agencies about  
8 this.

9 And I think one I'm sure you've heard me say a  
10 lot in the past is -- and I'm glad Sarah White was here --  
11 is just to really look at the economic opportunities of all  
12 this stuff. I think that that's something that's really  
13 hard for agencies.

14 I know that you all kind of have your own  
15 expertise and so when someone says "economic opportunities"  
16 and you don't know what to do, it's kind of hard not to --  
17 it's hard to kind of incorporate that and figure out how to  
18 do it.

19 But there are very easy ways to make sure that  
20 through your solicitations, through your contracting that  
21 your putting in language that ideally is requiring but at  
22 least like encouraging contractors and people when they're  
23 building out their partnerships, to partner with groups  
24 that have, you know, a training base in low-income areas,  
25 for example, or that they're actually contracting with

1 minority- and women-owned businesses, right?

2           So there are things that we can do there to  
3 really maximize the economic equity pieces of this. And so  
4 that's why I think our framework was very intentionally --  
5 we put that in there because traditionally when we talk to  
6 transportation justice folks and environmental justice  
7 folks, the economic piece is not one that naturally comes  
8 out. And so we basically -- the whole thing is like we  
9 don't want to miss an opportunity here because there's a  
10 lot of money being put into these investments.

11           So I would say, you know, look. One is that  
12 we're definitely looking forward to reaching out to you all  
13 to figure out if there's ways that we can incorporate some  
14 of that into your existing work. But, you know, take a  
15 look at some of the economic -- economic equity pieces of  
16 that and figure out what are ways that the Energy  
17 Commission here and others can incorporate some of that.

18           COMMISSIONER SCOTT: Other questions from the  
19 dais?

20           Yes, Richard.

21           MR. COREY: I'm going to follow up on the same  
22 question because you all know this, it comes up all the  
23 time with respect to these programs, are economic  
24 opportunities that are being created.

25           Clearly, there are substantial opportunities that

1 are being created by the policies in the state. We have  
2 the EV manufacturer here, zero-emission bus manufacturer  
3 here, zero-emission trucks and so on, in response to those  
4 policies, I would absolutely assert that. But then when  
5 you start to drill down and job creation, who's getting the  
6 jobs, what are the numbers, it gets challenging.

7           And we get those questions many times at  
8 hearings, and it's an area that I know that all of us want  
9 to answer correctly I think and more robustly and an area  
10 where I'm personally much -- very interested in independent  
11 analysis, better data, along those lines because I actually  
12 think we're understating the opportunities that are being  
13 created. But I know there's a sensitivity about  
14 attribution and how rich that underlying data is.

15           So thoughts on approaches, what we ought to be --  
16 how we ought to be proceeding to pull that kind of  
17 information together or others, academic or others, would  
18 be really helpful on this account.

19           MR. ESPINO: Yeah, I think that's a great point  
20 and I would just harken back to what Sarah White described.  
21 We've been engaging with her office, and Greenlining and  
22 other folks are really interested around this jobs  
23 question, because we know it's also very -- it's a  
24 political thing too, right? People want -- legislators in  
25 particular want to say "This is the jobs that I created by

1 supporting this." And it gets really dicey with, you know,  
2 guaranteeing "X" amount of numbers out of an investment.

3 And so Sarah's approach about we first need to  
4 assess what is the opportunity and then kind of build a  
5 plan towards that without like putting the cart before the  
6 horse, so to speak.

7 So there's a lot of I think -- I'm very hopeful  
8 in terms of the document that she's creating. That will  
9 hopefully cut across all the different agencies and really  
10 develop concrete like best practices, steps, assessments,  
11 different phases that need to happen first.

12 COMMISSIONER GUZMAN-ACEVES: I just wanted to add  
13 to that last point. Something that I'd like to really  
14 continue to look at jointly with all the agencies is the  
15 local workforce force component because a lot of times we  
16 get limited in our particular set of investments on the  
17 benefit to the ratepayers that are funding for this. And  
18 those same ratepayers have a public health benefit that's a  
19 little more tangible to folks. But the local job component  
20 is not always as tracked and tangible because it's not  
21 always local.

22 So I think that's an opportunity for us to  
23 further quantify the benefit to the ratepayer if we're able  
24 to set up those opportunities.

25 COMMISSIONER SCOTT: So yes, my understanding is

1 that we do not have any blue cards from the room for public  
2 comment.

3 Oh, okay. So, yes, let us then turn to public  
4 comment. And I also think we don't have any on the WebEx,  
5 is that correct, but just the one in the room?

6 UNIDENTIFIED SPEAKER: Yes.

7 COMMISSIONER SCOTT: Okay. Perfect.

8 Please come up to the mic. Please introduce  
9 yourself and make your comment.

10 MS. LONDON: Hello, my apologies for not filling  
11 out a card. My name is Jody London. I'm the  
12 sustainability coordinator for Contra Costa County. So  
13 thank you Amy for highlighting our partnership.

14 I just wanted to let you know that we are  
15 actually going to have a CivicSpark Fellow joining us  
16 shortly in Contra Costa County to really build on the work  
17 that we started to do with our health department and are  
18 planning department in terms of figuring out where we have  
19 more opportunities to use our social service programs to  
20 educate clients about the energy programs.

21 And then specific to that point, a few years ago  
22 I was much more involved with all of these energy  
23 efficiency topics, so I don't know as many of you as I used  
24 to. But I would suggest that it would be really helpful  
25 for you all to think about the metrics that you're using to

1 evaluate these programs and pick the ones that are easiest,  
2 because right now there's some disparities between the  
3 metrics that are used in Energy Commission programs versus  
4 PUC programs.

5 And as you heard several of your panelists  
6 describe today, it's very challenging for people who aren't  
7 used to these bureaucratic processes to navigate them. So  
8 I would just really encourage you to think about that.

9 Final point, to your point Commissioner Guzman  
10 Aceves, we actually in Contra Costa County are in the  
11 process of entering into a contract with the Energy  
12 Commission for an EV readiness blueprint planning process.  
13 And one component of that is going to be a workforce  
14 development program that we plan to develop in Eastern  
15 Contra Costa County with our workforce development board  
16 and the Pittsburg Unified School District, which is located  
17 in a disadvantaged community.

18 So we're excited to come back in the future and  
19 tell you more about this work.

20 COMMISSIONER SCOTT: Thank you.

21 Any other public comment?

22 Okay. Seeing none, please join me in thanking  
23 our wonderful Panel 4.

24 Okay. And from here, we are going to move on to  
25 some closing remarks from Alana Mathews of the Energy

1 Commission, Supervisor John Gioia from Air Resources Board  
2 member, and Commissioner Cliff Rechtschaffen from the  
3 Public Utilities Commission.

4 They will talk with us about the path forward for  
5 addressing energy and transportation equity. And let's  
6 give them just a moment to get settled at the table and  
7 we'll go from there.

8 Okay. I will let you all take it away.

9 MS. MATHEWS: Hi. This is Alana Mathews. I did  
10 prepare just a little slide so I'll wait for that to come  
11 up, because trying to wrap up everything that was presented  
12 today, I didn't want to be distracted and ramble.

13 So I guess I'll just start out by saying, you  
14 know, a long time ago my mom always said "You don't know  
15 where you're going if you don't know where you come from."  
16 So I think today is great that we've had an opportunity to  
17 look at all of the accomplishments that we have had so far,  
18 to highlight the progress, because that will actually help  
19 us move better more effectively.

20 So just a few things that I wanted to point out  
21 of where I think we can celebrate where we have come from  
22 is that we've improved our understanding of clean  
23 transportation and energy barriers.

24 There's been broader collaboration and  
25 partnerships. That was mentioned in -- I think almost



1 every workshop we heard a lot about -- not workshop, every  
2 presentation, how they've had community engagement, how  
3 they've learned from that. And that led to adjusting  
4 policies and programs so that you won't give away iPads if  
5 you really should give out a roll of quarters or things  
6 like that.

7           Also, that we've been able to explore new and  
8 innovative and transformative approaches, and that were  
9 seeing some real results in progress on the ground.

10           So I just want to give everybody a hand for the  
11 work that we've done, but I do want to point out one main  
12 point.

13           And if we can go to the next slide.

14           I think this illustrates it. So I'm sure  
15 everyone has probably seen this graphic before with the  
16 equality, showing everyone has an equal box to stand on.  
17 And then we've seen equity where it's adjusted.

18           But there's a third one that's always missing.  
19 And I don't know if everyone has seen that. Sometimes it  
20 says "Liberation," but I'm going to change it and say  
21 "Engagement." And I think that that's really important.

22           So engaging the community members, the  
23 disadvantaged community members in addition to our  
24 stakeholders.

25           And the way that would look, I think, moving

1 forward is that if we have a solicitation, a program where  
2 there is going to be a solicitation, we need to make sure  
3 that in the requirements, there's documentation for  
4 effective disadvantage engagement.

5           Whether that looks like letters of support -- but  
6 there needs to be fundamentally embedded in there something  
7 that assures the agency that there's a cultural competency  
8 as well as the trust. So if they're going to go to doors,  
9 people are going to open it up and they have an effective  
10 partnership.

11           With workforce development, I think the comment  
12 was made that not every funding award can have a workforce  
13 opportunity connected. But I think we could explore.  
14 Maybe it can. Maybe it can be a job shadow program. Maybe  
15 we can work with you as a partner with schools.

16           So that's the last thing I wanted to talk about  
17 is just making sure that we are engaging the community  
18 effectively so if there are other issues such as  
19 gentrification or historical barriers like redlining,  
20 racism, we are addressing that, and we're not afraid to  
21 have that conversation and look at the ways.

22           And the last thing that I'll say is that if you  
23 notice the person who is the tallest, they've been engaged  
24 the longest. They've always been able to see what's going  
25 on over the fence.

1           And so will we adjust our policies, we not only  
2 have to bring someone to the game to be able to see it but  
3 equity in engagement really means catching them up because  
4 they wouldn't know, oh, this is the fifth inning if they  
5 haven't been able to see. They don't know the rules of the  
6 game.

7           So when we do those policies, we need to make  
8 sure that equity and engagement takes into account  
9 historical barriers as well. Thank you.

10          MR. GIOIA: Good afternoon. I'm John Gioia, and  
11 I serve on both the California Air Resources Board and the  
12 Bay Area Air Quality Management District.

13          But I think most importantly, I've been  
14 representing Richmond and live in Richmond. I've  
15 represented it for the last 20 years on the Contra Costa  
16 Board of Supervisors. So I get to be in the unique  
17 position of figuring out how to help implement a stated  
18 regional policy at a local level that respects and listens  
19 to local communities. And as you know, Richmond is an  
20 environmental justice community. We're highly impacted by  
21 a refinery, a chemical plant, by port, by rail. And so  
22 really all the issues you're talking about are really  
23 relevant to communities like Richmond.

24          And I want to start by expressing great  
25 appreciation for all the agencies and all the stakeholders

1 work in this area. This is vitally important to the  
2 success of our climate protection strategies in California.

3 And what I'm going to say to highlight is really  
4 nothing you haven't heard, but I think it's important to  
5 highlight because I've learned a lot in listening over the  
6 last 20 years to what people want to see out of these types  
7 of policies.

8 And my favorite quote from a speaker today was  
9 one of the speakers on a panel earlier this afternoon said  
10 "Co-benefits don't just happen. You have to design them  
11 intentionally to have equity."

12 And I think that's really so true. So we have to  
13 think about it. We have to be conscious.

14 And communities don't want to just be part of  
15 public participation. They want to be part of the process.  
16 They want to have a meaningful voice that they're shaping  
17 the process. So trust and relationships are really  
18 important.

19 And they want to see progress. So a lot of these  
20 goals we're talking about which are long-term are great,  
21 but they want to see the co-benefits today in the short  
22 term. Co-benefits like better health outcomes, healthier  
23 communities, healthier individuals, better air quality.

24 And on the issue of air quality -- and I think  
25 you all know this -- that to have air quality improved

1 equally across the state isn't enough because it maintains  
2 the disparity in air quality between highly impacted and  
3 less highly impacted communities. Air quality needs to  
4 improve quicker in highly impacted communities for people  
5 to see that they are being -- that there is a  
6 responsiveness to their communities and not maintaining the  
7 disparity.

8           And that's why investments need to continue to be  
9 prioritized into highly impacted communities. The  
10 communities that bear the burden need to also get the  
11 highest priority and that's why the AB 617 work is so  
12 great. And I think we're all looking forward to that.

13           The other co-benefits. Yes, better economic and  
14 employment opportunities, a just transition to the cleaner  
15 energy economy, how everything we're doing -- and someone  
16 earlier at a panel talked about not just a job but quality  
17 well-paying jobs. That's really vital to the just  
18 transition, which also means lower income communities need  
19 to benefit from the rebates and incentives that are being  
20 offered to everybody. And that's why it's great that  
21 there's a higher rebate to lower income for the clean  
22 vehicles.

23           There is a great pilot project that the Air  
24 Resources Board has that kicked off in the Bay Area that  
25 will hopefully expand statewide, which is really financing

1 for lower income residents for cleaner vehicles.

2           And one thing that was learned -- that's being  
3 learned through this process is -- and it really ties to  
4 the issue of multifamily housing. This is all connected --  
5 is because many lower income communities don't have robust  
6 EV infrastructure networks, many lower income people live  
7 in also multifamily housing, that under this pilot program  
8 more lower income residents were choosing the plug-in  
9 hybrids, not the all electric.

10           So thinking about that, even as we look at  
11 rebates and incentive, understanding that we need to be  
12 responsive to the demands of a particular community.

13           So again, these are highlighting things that you  
14 already know, but I'm really optimistic and I appreciate  
15 the focus on multifamily housing. That's an issue we're  
16 grappling with in communities in the Bay Area that we've  
17 seen, especially with regard to EV infrastructure and the  
18 affordability.

19           So thank you for really holding this and  
20 continuing this good work.

21           COMMISSIONER RECHTSCHAFFEN: My assignment here  
22 is relatively limited, which is good because Alana I think  
23 did a very good job of outlining and summarizing what we've  
24 heard today and where we've come from. And Supervisor  
25 Gioia provided the vision, as he always does, on these

1 areas quite eloquently.

2 We having -- many of us or a number of us worked  
3 on the passage of SB 350. It's very gratifying two years  
4 later to see so many concrete examples of how it's playing  
5 out. Now, we can already look at lessons learned, paths  
6 forward, how to do things better, where we're spending our  
7 money and so forth. And that's terrific.

8 What I wanted to mention something we're doing at  
9 the PUC that really carries out Supervisor Gioia's vision  
10 and what he said so well, which is that we need to make  
11 progress in impacted communities more quickly than in the  
12 rest of the state.

13 We have launched and publicized at our last  
14 Disadvantaged Communities Advisory Group an environmental  
15 and social justice action plan, and we are going to be  
16 circulating it and getting further comment from agencies  
17 and the public.

18 And it's a broad strategy. It builds on  
19 everything you've heard today and the work of SB 350, but  
20 it's -- in some ways it's border, reflecting the broad  
21 mandate we have at the Public Utilities Commission, all the  
22 areas that we regulate and also the fact that if -- you  
23 can't have a strategy in this area unless you talk about  
24 environmental justice, social justice and economic justice.  
25 And that's a theme we heard very consistently throughout

1 the panels today.

2           At a very high level what our plan contemplates  
3 is that we will use all of our planning and regulatory  
4 tools to advance social and environmental justice. And  
5 that includes targeting clean energy investments and  
6 resources in environmental justice communities,  
7 particularly where we can improve air quality doing that,  
8 focusing on increasing climate resiliency in low-income and  
9 disadvantaged communities.

10           As we know and we heard earlier, these  
11 communities will be the most vulnerable from climate  
12 change. Enhancing enforcement and consumer protection in  
13 environmental justice communities, promoting business and  
14 workforce development opportunities.

15           And we are starting now for the very first time  
16 to do some of what you heard from Sarah White, think about  
17 incorporating labor standards and workforce development  
18 agreements in our programs.

19           We also -- the policy also calls for us to  
20 improve access to high quality water communication and  
21 transportation services in environmental justice  
22 communities.

23           And importantly there's a pillar that calls on us  
24 to do more internal training and more staff development so  
25 that our staff is better sensitized to these issues.



1           And finally to monitor our environmental and  
2 social justice efforts. We're behind -- we don't like to  
3 be behind the Energy Commission let alone the LADWP, but  
4 we're behind. We don't have any -- we don't have robust  
5 set of indicators. We will need to develop those and I  
6 think we can learn a great deal from what's been done to  
7 date.

8           So that's what we're doing. I think Commissioner  
9 Scott in her closing is going to talk about some of what  
10 we'd like to do collectively going forward, including with  
11 next Administration.

12           But this policy that is going to be vetted over  
13 the next few months through workshops and otherwise gives  
14 you some idea of our commitment in these areas.

15           COMMISSIONER SCOTT: Thank you very much for the  
16 thoughtful wrap-up of a really informative and great day.  
17 I appreciate you taking -- all of you -- time to make a few  
18 remarks for us.

19           Let me turn to the dais up here and see if anyone  
20 else would like to make some closing remarks.

21           CHAIR WEISENMILLER: I was going to just make a  
22 brief comment. I want to thank everyone today for their  
23 participation, for the record.

24           Redlining came up a number of times and I was  
25 just going to suggest everyone think for a second. Pete

1 Hanson who was Governor Brown's banking commissioner back  
2 in the '70s who eliminated that -- we lost him to AIDS in  
3 the '80s.

4 MR. EARLY: Thanks again. Bryan Early, Advisor  
5 to Commissioner McAllister.

6 And on behalf of Commissioner McAllister, I just  
7 wanted to thank Commissioner Scott for leading on this and  
8 your staff and everyone at Air Board and PUC and everyone  
9 involved in putting together this workshop and participants  
10 for traveling here to discuss this very important topic and  
11 really look forward to meeting again in the months and  
12 years to come and sharing results. So thank you.

13 COMMISSIONER HOCHSCHILD: I really think  
14 everything has been said.

15 COMMISSIONER SCOTT: All right. I do have a  
16 couple of thoughts, which hopefully have not already been  
17 said.

18 But let's see, I just -- you know, I really do  
19 want to say thank you again to everyone. I think the idea  
20 for today was to provide you all with a status update on  
21 the progress that we are all making together on  
22 implementing the recommendations that were identified in  
23 the barriers reports, you know, barriers report Part A that  
24 the Energy Commission put out on the barriers for low-  
25 income communities being involved in energy efficiency and

1 renewable energy. And also Barriers Study Part B that the  
2 Air Resources Board put out, same topics but related to  
3 clean transportation.

4 And I wanted to make sure that you all had a  
5 chance to either pick up or take a look in the docket for  
6 the drafts that we put together. That's kind of the report  
7 out on the implementation progress. So those were sitting  
8 on the front table as you came in today, and they are also  
9 up on our docket.

10 This is kind of our succinct summary of  
11 everything that you heard today. What we really wanted a  
12 chance to do today was focus in on a few of the  
13 recommendations, talk to you a little bit about what the  
14 agencies have accomplished, and then give some case  
15 examples, right?

16 There are things that are taking place in the  
17 real world right now to address those barriers. And so we  
18 wanted to have more of a dialogue as we talked with all of  
19 you about that. So thank you for bringing a great  
20 dialogue.

21 But if you're looking for just a succinct summary  
22 that follows -- not barrier 1 but Recommendation 2 or  
23 Recommendation 3, that's what we have also put together for  
24 folks to be able to follow.

25 I did want to say that the lead agencies on this,

1 which is the Energy Commission, the Public Utilities  
2 Commission and the Air Resources Board -- I have spoken  
3 with Commissioner Rechtschaffen and also with Executive  
4 Director Richard Corey who is not here but I talked to him  
5 before he left.

6           You know, we very much continue to make sure that  
7 our agencies work together on this, work well together on  
8 this. We look forward to working with the new  
9 Administration to build on the many successes that you  
10 heard about today, so the three of us make that commitment  
11 to all of you to get that done.

12           As I mentioned, you can find that succinct  
13 summary at the front table.

14           And I just want to do a couple thank-you's. I  
15 want to thank our panelists and our engaged participants in  
16 the room and on the WebEx today. It just made for I think  
17 a really fantastic dialogue.

18           And I also want to thank Rhetta DeMesa from the  
19 Energy Commission, Tabetha Willmon from the Air Resources  
20 Board and Alice Glasner from the Public Utilities  
21 Commission, as well as the IEPR team for putting together  
22 this really great, thoughtful conversation that we all had  
23 today. So thank you so much for that.

24           And we all look forward to continuing to work  
25 together in partnership to implement these really important

1 recommendations and keep putting solutions in place.

2 Let me just check. We did say that we would take  
3 public comment at the end of the workshop, so I don't think  
4 we have any blue cards in the room.

5 Do we have anyone on the WebEx who wanted to say  
6 anything?

7 UNIDENTIFIED SPEAKER: No.

8 COMMISSIONER SCOTT: Okay. So with that --

9 MS. MATHEWS: I don't have a public comment  
10 but --

11 COMMISSIONER SCOTT: Yes, go ahead.

12 MS. MATHEWS: -- I did want to invite you to  
13 mention that the Disadvantaged Communities Advisory Group  
14 is accepting applicants.

15 COMMISSIONER SCOTT: Thank you very much. And  
16 will you remind people how they can find that information?

17 MS. MATHEWS: You can go to either the Energy  
18 Commission's website -- we have a Disadvantaged Advisory  
19 Group webpage and so does the CPUC, and all of the  
20 information is available there. And applications are being  
21 accepted through September 21. Yes.

22 Or you could see me afterwards.

23 COMMISSIONER SCOTT: So I just want to call your  
24 attention -- it's up on the WebEx. This tells you when the  
25 comments are due.

1           We love to hear from you, so please, if you  
2 didn't make a public comment today but would love to give  
3 us information, we'd love to hear from you.

4           This shows you how to do it. The written  
5 comments are due next Wednesday, September 12th. And the  
6 slide that you see on the screen here, which will also  
7 likely be in the docket, explains to you how to get those  
8 comments in to us.

9           I don't know about you all, but I think it's been  
10 a great workshop when my brain is chock-full of provocative  
11 information and we also end a little bit early.

12           So thank you for being here today. We're  
13 adjourned.

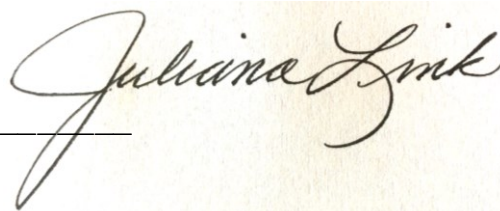
14           (The workshop was adjourned at 4:37 p.m.)  
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**REPORTER' S CERTIFICATE**

I do hereby certify that the testimony in the foregoing hearing was taken at the time and place therein stated; that the testimony of said witnesses were reported by me, a certified electronic court reporter and a disinterested person, and was under my supervision thereafter transcribed into typewriting.

And I further certify that I am not of counsel or attorney for either or any of the parties to said hearing nor in any way interested in the outcome of the cause named in said caption.

IN WITNESS WHEREOF, I have hereunto set my hand this 8th day of October, 2018.

A handwritten signature in black ink on a light-colored, textured background. The signature reads "Juliana Link" in a cursive script.


Juliana Link  
CER-830

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I do hereby certify that the testimony in the foregoing hearing was taken at the time and place therein stated; that the testimony of said witnesses were transcribed by me, a certified transcriber.

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Barbara Little  
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