

Joint Meeting Accomplishments and Agency Updates

Additional Information for the November 4, 2021 Joint Meeting¹

Background








This document summarizes accomplishments and updates from CARB, CTC, and HCD on topics related to the [Joint Meetings](#) that these agencies hold twice each year.


Progress Report from April 8, 2021 Joint Meeting

The last Joint Meeting was held on April 8, 2021 and it included presentations on transitioning to zero-emission vehicles by 2035 and the Climate Action Plan for Transportation Infrastructure (CAPTI). Below are a few items related to that meeting.

- **Final CAPTI.** In July 2021, the California State Transportation Agency (CalSTA) finalized the Climate Action Plan for Transportation Infrastructure (or [CAPTI](#)).
- **Freight Congestion Emissions Data.** Comments at the meeting highlighted the need for an analysis of data on the estimated emissions and public health impacts from the backlog of the freight system. CARB staff provided these estimates ([publicly available here](#)), based on a detailed analysis of increased congestion at major California ports.
- **Transition to Zero-Emission Vehicles and Infrastructure.**
[New State Funding and Policy Development for ZEVs.](#) In September 2021, Governor Newsom signed the [largest climate package](#) in state history with over \$15 billion in funding to fight climate change and build resilience. It includes more than \$1.5 billion under CARB's Low Carbon Transportation Program to support the transition to zero-emission vehicles and infrastructure, which was the focus of the April 2021 Joint Meeting. Provided below are some of the budget items that will help our agencies implement the policies and programs that we've addressed during Joint Meetings.

¹ Assembly Bills 179 (Cervantes, 2017) and 185 (Grayson, 2019) require the California Transportation Commission (CTC), the California Air Resources Board (CARB), and the California Department of Housing and Community Development (HCD) to meet at least twice a year to coordinate the implementation of policies that jointly affect transportation, housing, and air quality. Information on these Joint Meetings is available at: <https://ww2.arb.ca.gov/joint-meetings-california-air-resources-board-california-transportation-commission-and-california>.

\$1.534 Billion ZEV Budget Package		
	Transportation Equity Incentives	\$150 M
	Clean Trucks, Buses & Off-Road	\$500 M
	3-year ZEV Deployment	\$315 M
	1,000 Drayage Trucks	
	1,000 Transit Buses	
	1,000 School Buses	
	Low-NO _x Trucks	\$45 M
	Clean Vehicle Rebate Project & E-Bikes	\$525 M

 CARB

[Low Carbon Transportation Funding Plan.](#) CARB staff have developed a draft “Fiscal Year 2021-22 [Funding Plan](#) for Clean Transportation Incentives”, which covers a total of \$1.5 billion in clean transportation investments. On November 19, CARB will host a public hearing to consider approval of the Funding Plan.

[Zero-Emission Vehicle \(ZEV\) Regulations and Plans.](#) CARB is working on multiple regulations that include standards for zero-emission vehicles, such as the [Advanced Clean Cars](#) Program for passenger vehicles; the [Clean Miles Standard](#) for transportation network companies (e.g., Uber, Lyft, etc.); [Advanced Clean Fleets](#) for truck and bus fleets, and [Advanced Clean Trucks](#) for truck and bus manufacturer sales. CARB approved the [Clean Miles Standard](#) regulation in May 2021 and the [Electrify America's Cycle 3 Zero Emission Vehicles Investment Plan](#) in June 2021.

[ZEV Market Development Strategy.](#) In August 2021, GO-Biz released a [ZEV Pillar Priorities](#) Implementation plan, an annual document focused on near-term actions to create market opportunity, remove barriers, and further collective understanding.

[Zero Emission Funding Matrix.](#) In August 2021, the CTC published a [matrix](#) that shows state and federal programs supporting zero-emission vehicles and infrastructure. The purpose of the matrix is to help connect stakeholders to funding. The matrix was developed in coordination with CARB and other agencies.

[Trade Corridor Enhancement Program Cycle 3.](#) CTC staff will continue to discuss in guideline development workshops the Climate Action Plan for Transportation Infrastructure (CAPTI) Strategy 1.4 regarding the integration of Zero Emission Vehicle infrastructure projects within the Trade Corridor Enhancement Program’s evaluation criteria.

CALGreen Codes. In late 2021/early 2022, the Building Standards Commission will consider approval of CARB’s proposed [CALGreen](#) codes for medium- and heavy-duty vehicle zero-emission infrastructure at warehouses and stores. Additionally, the Building Standards Commission will consider approval of increasing existing nonresidential light-duty EV capable provisions from 10% to 15% of total parking in new construction with 10 or more parking spaces, and for new facilities with 26 or more parking spaces, add a new requirement for an additional 5% of total parking to be equipped with level 2 EVSE.

In collaboration with CARB, HCD is also proposing new CALGreen Code standards requiring access to electric vehicle charging in multifamily housing developments. Proposed updates this cycle include 25 percent of total parking in new multifamily developments to be equipped with low-power level 2 receptacles, and 5 percent of total parking in new developments with 20 or more units to be equipped with level 2 EVSE. These requirements are proposed in addition to the current code which specifies 10 percent of total parking for new multifamily developments be equipped with EV capable infrastructure to support the future installation of level 2 chargers. Also proposed for the 2022 code cycle are requirements for existing buildings to install EV capable infrastructure when undergoing certain retrofit activities requiring a building permit. These requirements will be considered for approval by the Building Standards Commission (BSC) in December. The CALGreen standards will be effective January 1, 2023, if approved by BSC.

Continued Agency Coordination

Our agencies continue to coordinate via several interagency efforts related to transportation, housing, climate change, air quality, and equity.

- **Housing and Transportation Steering Committee and Workgroup.** State agencies that work on housing and transportation coordinate regularly to better align our work. The workgroup established a subcommittee focused on implementing CAPTI strategies by integrating Prohousing incentives and other housing-supportive criteria with competitive transportation funding programs. The workgroup also established a subcommittee to explore potential actions to address direct and indirect displacement in transportation programs, per CAPTI’s anti-displacement strategy.
- **State Agency-Metropolitan Planning Organizations Workgroup.** State agencies that work on housing and transportation meet regularly with Metropolitan Planning Organizations to coordinate state and regional transportation planning and policy.
- **CAPTI Interagency Workgroup.** CalSTA convened an interagency workgroup to help develop the CAPTI. This workgroup includes the three Joint Meeting

agencies and many others, and it will continue to coordinate and support [CAPTI](#) implementation.

Agency Announcements and Updates Since the April 8, 2021 Joint Meeting

Since the April 2021 Joint Meeting, the three agencies have also continued making progress on the following efforts that further the intent of the Joint Meetings.

- Prohousing regulation.** In July 2021, HCD launched the Prohousing Designation Program, which provides incentives for cities and counties to adopt HCD-certified housing-supportive policies and receive a designation as a Prohousing jurisdiction. These incentives include additional points or other preferences in the scoring of competitive infrastructure funding programs. HCD is providing technical assistance and outreach to support cities and counties seeking to apply for the designation. HCD is working with the CTC and other agencies to add evaluative preferences for Prohousing jurisdictions in transportation programs.
- Billions in State Funding for Housing Programs.** The Fiscal Year 2021-22 budget and California’s Comeback Plan includes [\\$22 billion focused on housing and homelessness investments](#). Provided below are some budget highlights for HCD and other agencies:

Description	Amount
Regional Early Action Planning (REAP 2.0)	\$600 M
Infill Infrastructure Grants	\$250 M
Housing Accelerator for Shovel-Ready Projects	\$1.75 B
Homekey	\$2.75 B
Preservation Funding	\$300 M
Excess-Sites Funding for Local Govts	\$30 M
Migrant Services Centers	\$30 M
Mixed-Income Housing Lending	\$45 M (CalHFA)
Low-Income Housing Tax Credits	\$500 M (TCAC)
Homeless Housing, Assistance, and Prevention	\$2 B (BCSH)
Accessory Dwelling Unit Funding	\$81 M (CalHFA)

**HCD appropriations, unless otherwise noted. Acronyms: CalHFA – California Housing Finance Agency, TCAC – California Tax Credit Allocation Committee, BCSH – California Business, Consumer Services and Housing Agency.*

- Regional Early Action Planning (REAP) 2.0 Grant Program.** HCD has been working with CARB and other agencies to develop guidelines for administering \$600 million in grants to regional entities for planning and implementation that accelerate infill housing and VMT reduction. HCD will release Draft Guidelines for public comment in the next two weeks.
- New Housing Accountability Unit (HAU).** In September 2021, HCD launched a new unit to work with local governments to aid their efforts to comply with

state housing laws for zoning and permitting. In addition to providing technical assistance, the HAU will also take escalating enforcement steps to bring municipalities into compliance with their regional housing goals in the event of persistent noncompliance.

- **Infill Infrastructure Grants (IIG).** HCD will adopt Final Guidelines in the next two weeks to administer \$250 million for local governments and developers to accelerate infill housing production. The Notice of Funding Availability will be issued in February 2022, aligned with HCD’s Multifamily Housing Program. IIG will prioritize locally adopted Prohousing policies.
- **Affordable Housing and Sustainable Communities (AHSC) Program.** In September 2021, the Administration nearly doubled the funding available in AHSC for transit-oriented housing projects, which HCD helps implement in partnership with the Strategic Growth Council. This increases the current award round from \$405 million to \$785 million by accelerating funds that were planned for future award rounds. Recommended awards will be presented to the Council in January 2022. AHSC will prioritize locally adopted Prohousing policies.
- **Transportation Funding Program Coordination.** CTC is hosting public workshops ([schedule posted here](#)) and coordinating with HCD and CARB on guidelines for competitive transportation funding programs²:
 - [SB 1 Cycle 3](#): Local Partnership Program, Solutions for Congested Corridors Program, Trade Corridor Enhancement Program
 - Active Transportation Program
- **Active Transportation Symposium.** The Active Transportation Resource Center, in partnership with the CTC, hosted the 2021 Active Transportation Symposium on October 26 – 28, 2021. The goals of the Symposium were to bring together active transportation stakeholders, share information on relevant active transportation topics, and provide attendees with implementable solutions.
- **CTC Equity Advisory Roundtable.** The CTC has convened an Equity Advisory Roundtable to elevate diverse perspectives in the transportation process. It brings together equity experts, practitioners, and community leaders from throughout the state to collaborate with Commission staff over a series of virtual meetings to develop recommendations to the Commission.

² Per statute, CTC consults with CARB on the SCCP guidelines and the agencies also work together on application reviews. California Streets and Highways Code (HSC), [Chapter 8.5 Congested Corridors](#), section 2396, states that CTC, in consultation with CARB, shall develop and adopt guidelines for the program. In addition, CTC coordinates with CARB and HCD on the guidelines for the other SB 1 programs, to leverage the agencies’ combined expertise and align funding with our common goals.

- Climate Change Scoping Plan.** In May 2021, CARB appointed new members to the [Environmental Justice Advisory Committee](#) who are advising the Board on development of the 2022 [Scoping Plan](#) update which is scheduled for release in late 2022. Many agencies and stakeholders are participating in the process to update the Plan and it will contain actions that State agencies could take to create more sustainable and equitable communities, reduce VMT, and reach carbon neutrality by mid-century.
- Mobile Source Strategy and State Implementation Plan (SIP) Strategy.** In October 2021, CARB’s Board Members heard the [2020 Mobile Source Strategy](#) and CARB hosted a workshop on the development of the [2022 State Strategy for the State Implementation Plan \(SIP\)](#). The Mobile Source Strategy is an integrated planning approach for transitioning to cleaner mobile source technologies and it is a critical scenario basis for the development of control measures for the 2022 State SIP Strategy. These documents address many of the items that have been featured at Joint Meetings, such as transitioning to zero-emission vehicles, achieving greater VMT reductions, and increasing our efforts to help communities that are disproportionately impacted by our transportation system.
- Cap-and-Trade Auction Proceeds Fourth Investment Plan.** CARB staff have been coordinating with many agencies and stakeholders to develop the fourth Cap-and-Trade Auction Proceeds [Investment Plan](#) for Fiscal Years 2022-2023 through 2024-2025. Investment recommendations in the Investment Plan do not guarantee funding, but they provide guidance to the Legislature on potential funding opportunities. On November 19, CARB will host a public hearing for the Investment Plan.

Upcoming Events

NOVEMBER

8	CTC SB 1 Workshop - Local Partnership Program
9	CTC Active Transportation Program (ATP) Workshop
10	CTC SB 1 Workshop - Trade Corridor Enhancement Program
16	CTC SB 1 Workshop - Solutions to Congested Corridors Program
17	CTC Active Transportation Program (ATP) Workshop
19	CARB Board Meeting for the Low Carbon Transportation Funding Plan and the Cap-and-Trade Auction Proceeds Investment Plan

DECEMBER

1	CTC Active Transportation Program (ATP) Workshop
8-9	CTC Commission Meeting
9-10	CARB Board Meeting
13	CTC SB 1 Workshop - Trade Corridor Enhancement Program
14	CTC SB 1 Workshop - Local Partnership Program
15	CTC Active Transportation Program (ATP) Workshop
16	CTC SB 1 Workshop - Solutions to Congested Corridors Program

JANUARY

11	CTC Active Transportation Program (ATP) Workshop
19	CTC Active Transportation Program (ATP) Workshop
26-27	CTC Commission Meeting
27-28	CARB Board Meeting