



Valley Planner's Network

Wednesday, August 27, 2014

10:00 AM ~ 12:00 NOON @ Fresno COG

2035 Tulare St., Suite 201 Fresno, CA



**Optional
Access**

For Video Teleconferencing – Contact your local COG
or
Call In: 888-636-3807 ~ Code: 322383

AGENDA

1. (10:00 – 10:10) Welcome and Self Introductions
 - Notes from February 26, 2014 Meeting - Attachment 1
2. (10:10 – 10:25) SJV Fiscal Impact Analysis Tool:
 - Presentation of the Tool
 - Web Meeting Access:
3. (10:25 – 10:55) Prop 84 Activities:
 - Greenprint:
 - Phase 1 Presentation
 - Phase 2 Work Program Discussion
4. (10:55 – 11:15) Regional Transportation Planning:
 - RTP/SCS Updates
 - Next Steps & Implementation
5. (11:15 – 11:35) Statewide Items:
 - Strategic Growth Council: Affordable Housing/Sustainable Communities – Attachment 2
 - Office of Planning and Research (OPR): SB 743 and CEQA – Attachment 3
6. (11:35 – 11:55) Update on Regional Planning Efforts and Content:
 - 10th Annual San Joaquin Valley Fall Policy Conference – October 1-3, 2014, in Visalia, CA
 - Infill Development Viability Analysis
 - Valley Blueprint Website (www.valleyblueprint.org)
 - Planner's Toolkit (www.toolkit.valleyblueprint.org)
 - OCED Updates – Introduction of new Deputy Director
 - Legislative Updates (Local and Regional)
7. (11:55 – 12:00) Other Items:

Next Meeting Date: - November 19, 2014 (Due to Thanksgiving Holiday)

PARKING Yellow Level– Tulare and Van Ness underground garage – we will validate ticket

Valley Planner's Workgroup Meeting Notes

February 26, 2014

(Full MP3 audio of the meeting is available by contacting Fresno COG at (559) 233-4148)

1. Welcome and Self Introductions (0:00)

John W. welcomed the meeting attendees, remote site location, and phone participants and asked that everyone introduce themselves (see attendance list at end of notes). John W. noted the lack of planner attendance overall, and expressed his support for CRPC efforts to place the planning degree programs at Fresno State to strengthen the professional interest in planning, and increase the supply of planner's entering the field in the Valley. Ralph K. also expressed his support for this movement, and encouraged Fresno State to increase the speed of the overall process.

John W. discussed the possibility of moving the VPN meeting around the valley throughout the year, and encouraged the group to think about this and provide feedback, where applicable.

John W. notated two typos that had previously been addressed and corrected. Aside from these, there were no additional corrections or additions to the notes from the last meeting on September 18, 2013 (Attachment 1).

John W. discussed the retirement of Vice-Chair Fred Brusuelas, asking the group to support a letter of thanks to be addressed to Mr. Brusuelas, for his years of service and assistance for the group and planning profession as a whole. John W. opened nominations for the Vice-Chair position to the group. Ralph K. nominated Mohammad K. of Fresno County. Greg G. seconded the motion, with the group unanimously supporting the nomination.

2. Prop 84 (Round 3) – SCS Implementation (20:00)

- a. Proposed Letter of Support from the Valley Planner's Network for a Round 3 Prop 84 Grant for SCS Implementation throughout the Valley
 - i. Rob T. presented the background of the grant proposal, and the structure of the letter, including how the 1 million dollars would be allocated via population share amongst the eight counties, if approved by the Strategic Growth Council. In addition he shared the intent of the programs will be to implement each SCS amongst the 8 MPO's, in coordination with their individual local agencies.
 - ii. Greg G. clarified that the total amounts allocated to each MPO would be determined utilizing the demographic numbers prepared for the Valley in 2012, via the Planning Center. Rob T. confirmed this method.
 - iii. John W. recommended that the local agencies have the opportunity to be more engaged in the scoping process regarding how the dollars would be spent, if awarded.
 - iv. Mohammad K. explained that Counties could utilize the funding to update community plans throughout the valley, in addition to general plan update needs. In addition, climate action plans could also be a good use of available funding. Darryl U. supported the need for an update to general plans in county areas, as well as a more detailed discussion regarding county pockets within or adjacent to urban areas.
 - v. John W. discussed the funding challenges associated with spreading 1 million dollars amongst eight agencies, and the limited amount of dollars that would yield to each County – perhaps not providing the needed amounts to accomplish needed tasks at hand. The group further discussed this point.
 - vi. Chris L. asked Rob T. if the funds could be used for funding staff time. Rob T. responded that the SGC feedback that had been received regarding this question was that such expenditures could be approved if

specifically called out in the grant application. In addition, Rob T. added that the SGC had confirmed that pass-through dollars to local agencies would be allowed if directly called out in the grant application, and the proposed local agency actions were consistent with SCS and SB 375 implementation efforts.

- vii. John W. recommended that the group provide the letter, with the charge for the MPO's to engage the local agencies in how the money would be spent, if awarded. Mohammad K. voiced his support for the grant application, and also encouraged the MPO's to help the agencies identify and prioritize their needs to ensure dollars are spent in the most effective manner.
- viii. Rob T. shared the percentage breakdowns for those counties in the room, with Fresno at 23.5%, Kings with 3.88% and Madera at 3.89%. Ralph K. asked if each city would then get a breakdown based upon their population within their respective County. Rob T. stated that such an additional breakdown would be at the discretion of the MPO, based upon the discussions they have with their local agencies, and the direction they elect to take for overall activities.
- ix. Greg G. expressed his belief that the process should provide guidelines on how the dollars will be spent, to ensure that they are spent at the local level. Rob T. offered to place specific examples and guideline examples into the overall process, to accommodate Greg G.'s points.
- x. Clark T. questioned if the funding could be utilized by non-governmental groups, as well – similar to how the mini-grant program worked for Fresno COG's RTP process.
- xi. Rob T. re-iterated the importance of the program being formed at the individual MPO level, to ensure that those activities identified are most appropriate for each area of the region.
- xii. Chris L. discussed how COG staff from throughout the valley had weighed in on the formulation of the grant program, stating that the funding is intended to serve the local agencies at their level – and the structure was decided upon in an effort to best accomplish that.
- xiii. John W. clarified the group's points, and opened it up for a motion to be made to provide a letter of support, including those clarifications and additions previously discussed in the meeting. Ralph K. made a motion, Greg G. seconded the motion. The group unanimously supported the motion.

3. Prop 84 (Round 1) – Greenprint (54:30) Clark T. presented:

- a. Clark T. notated the upcoming events planned for Phase 1 of the Greenprint, which are planned to sunset in June of 2014. Such events include four separate focus-group meetings to discuss activities and products thus far, as well as seek region-area and topic-specific input and feedback from select groups.
- b. Clark T. notated that the Phase 1 activity report will be presented to the Regional Policy Council and the Partnership Board at their joint meeting in June.
- c. John W. discussed the overall premise of Round 2 efforts, which will be more focused on encouraging local agency utilization of the tools and products formulated during Round 1 efforts.
- d. Greg G. asked for continued updates of meetings and activities are provided to the group.
- e. Clark T. highlighted branding and graphic update efforts that are on-going, and potential timelines associated with such efforts. John W. discussed the need for a one-page summary of what the program is, that can be made available to the Counties, especially, as their involvement is most critical to the process.

4. Community and Regional Planning Center Update (1:05:00) Presented by Jason Waters with the City and Regional Planning Center (CRPC) in the Office of Community and Economic Development (OCED) at Fresno State:

- a. Jason W. discussed the on-going efforts associated with establishing a Bachelor's Degree in City and Regional Planning at Fresno State, as well as the re-establishment of the Master's program.
- b. John W. discussed some of the history of degree placement, including his work with William Siembieda, former Department Head of the City and Regional Planning Department at Cal Poly, San Luis Obispo.
- c. Jason W. explained the next steps associated with placement of both programs, including outreach to local agencies and planning firms to gauge the interest and need from agencies, as a show of support for educational officials. This will be initially done utilizing a survey.
- d. Michael S. asked where the degree would be housed within the university. Jason W. stated that it is intended to be placed within the newly-renamed Department of Geography and Community Planning, within the College of Social Sciences. In addition, preliminary talks indicate that the Master's program may be housed within the Engineering Department, due to their experience with graduate programs. A Certificate in Planning may also be offered, as a graduate-level certificate.
- e. Ralph K. and John W. discussed the challenges associated with re-establishment of the Master's program over the past several years, indicating that the staff movement and lack-of planning experienced within the university played the largest roles.
- f. Mohammad K. suggested that the CRPC work to identify a point person at each agency to encourage survey effectiveness and an increased rate response.
- g. The group further discussed the content of the survey, including potential questions, and the ultimate delivery of a product to the Partnership Board and University officials.
- h. Ralph K. and Chris B. discussed the various reasons that students may be interested in entering a planning program. The group further discussed the need for a high school-level program to introduce young people into the planning profession, and encourage their matriculation into a planning program.
- i. Jordan D. stated that the survey should include a question that asks what specific courses, or areas of study, do those managers responding want and need to know their incoming employee base has taken.

5. Regional Transportation Planning (1:27:00)

- a. John W. and Rob T. discussed the upcoming schedule for the valley COG's RTP's, highlighting that SJCOG was releasing the following day, with the remaining COG's in the valley releasing over the coming weeks. At current, all COG's are scheduled to adopt in June and July of 2014.
- b. Greg G. asked if the modeling for the SCS's has been completed. Rob T. explained that modeling activities are on-going through the release of the document, due to the nature of incorporating feedback received, and adjusting the model to address such feedback, and address errors or adjusted planning assumptions presented to COG staff by the local agencies.
- c. Greg G. asked for clarification on the overall process of selecting an SCS scenario. Rob T. discussed the process of how a scenario is formulated, and ultimately selected as the preferred scenario, at each individual COG by their governing board.
- d. Mohammad K. asked if those agencies that could not make the reduction targets could borrow reductions from other valley COG's that are exceeding those levels. Rob T. answered that ARB has indicated that the borrowing of numbers

will not be allowed, and that each agency is responsible to meet the 5 and 10% reductions on their own.

- e. John W. discussed the Regional Housing Needs Allocation (RHNA) process also included within SB375, and the growth inducing challenge it presents for local agencies, as they are concurrently being charged with conservation of resources and protection of agricultural land. Rob T. notated the on-going SB743 discussions, and the possibility that such legislation could begin to steer the ship in a better manner by addressing regulations that encourage growth as opposed to controlling it.
- f. Greg G. expressed support for a letter to be addressed to the State that directly addresses the conflicting regulations currently being placed upon planning practices, such as inflated RHNA numbers, while encouraging conservation.
- g. Jason W. shared some background on recent discussions at the last Partnership meeting where the City of Turlock, StanCOG and representatives from HCD discussed the RHNA process, and the challenges that it provides for local and regional agencies. Jason W. encouraged those in the group interested in those discussions to contact Jaylen French at StanCOG or Debbie Whitmore with the City of Turlock.
- h. Darryl U. asked if each of the regional planning agencies in the valley were using the valley-wide model. Rob T. confirmed that each agency is utilizing the base of the model provided, and coordinating any adjustments needed for each agency.

6. Statewide Items (1:47:00)

- a. General Plan Update Guidelines
 - i. Rob T. reported that OPR has indicated that they will be releasing this document in March or April of 2014
- b. SB 743
 - i. Rob T. reported that this proposed legislation addresses how adjusting how the CEAQ process currently requires level of service (LOS) data for auto's to be analyzed, and brings the process more in-line with vehicle miles traveled reductions and greenhouse gas reductions being required as part of the SCS process.
 - ii. Greg G. stated his agencies' concern that SB 743 regulations will put them at a disadvantage monetarily, by allowing the State to free up more funding with cap and trade dollars that will not be readily available at the local level.

7. Update on Regional Planning Efforts (1:50:00)

- a. John W. and Jason W. discussed the completion of the Smart Valley Places process, which is wrapping up its Fair Housing Assessment as the final deliverable, which is expected to be completed in April of 2014.
- b. John W. and Jason W. discussed the Planner's Toolkit, with Jason W. encouraging those planners that have any additional questions or item they would like placed in the toolkit to contact him directly.

8. Future Potential Agenda Items (1:52:00)

- a. The group discussed the possibility of having a roundtable discussion with ORP concerning the General Plan Guidelines, once the draft plan is available for review.
- b. Ralph K. encouraged the group to consider having the VPN move around the valley, to engage local planner's throughout from the north and south, as well as those who are currently engaged in the central portion of the valley.
- c. Greg G. recommended planner luncheons, or something of a similar nature, to encourage more involvement. John W. discussed the possibility of an annual

- activity sponsored by the VPN – perhaps in partnership with the LGC, the APA, etc.
- d. Rob T. discussed the varied types of opportunities for engagement within the group that need to be presented, such as mixers, presentations, retreats, etc. John W. supported this outlook, and encouraged the group to reach out to more than just the local agency planner's, but also look to work with NGO groups and others.
 - e. John W. closed the meeting with a notation that the next meeting will be held May 21, 2014 in Fresno.

Valley Planner's Workgroup Attendance – February 26, 2014

Attendees:

John Wright, Regional Planner
Rob Terry, Fresno COG
Clark Thompson Fresno COG
Jason Waters, Fresno OCED
Chris Boyle, City of Madera
Michael Sigala, Sigala Consulting – Valley-wide Coordinator
Chris Lehn, KCAG
Darryl Unruh, GEI
Mohammad, Khorsand, Fresno County
Ralph Kachadourian, City of Chowchilla
Greg Gatzka, Kings County CDA
Jordan Davis, Kings County CDA

On the phone:

none

Affordable Housing & Sustainable Communities (AHSC) Program

BACKGROUND INFORMATION

The Strategic Growth Council's Affordable Housing and Sustainable Communities Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduces greenhouse gas ("GHG") emissions. These projects facilitate the reduction of the emissions of GHGs by improving mobility options and increasing infill development, which decrease vehicle miles traveled and associated greenhouse gas and other emissions, and by reducing land conversion, which would result in emissions of greenhouse gases. ⁱ

Projects are also to support related and coordinated public policy objectives, including:

1. Reducing air pollution
2. Improving conditions in disadvantaged communities
3. Supporting or improving public health
4. Improving connectivity and accessibility to jobs, housing and services
5. Increasing options for mobility, including active transportation
6. Increasing transit ridership
7. Preserving and developing affordable housing for lower income households
8. Protecting agricultural lands to support infill developmentⁱⁱ

ELIGIBLE USES

Statutorily-eligible projects for funding pursuant to the AHSC program include the following:

- Affordable Housing. Intermodal, affordable housing projects that support infill and compact development.
- Transit. Transit capital projects and programs supporting transit ridership.
- Active Transportation. Active transportation capital projects that qualify under the Active Transportation Program, including pedestrian and bicycle facilities and supportive infrastructure, including connectivity to transit stations.
- Non-infrastructure-related Active Transportation Projects. Non-infrastructure-related active transportation projects that qualify under the Active Transportation Program, including activities that encourage active transportation goals conducted in conjunction with infrastructure improvement projects.
- Transit-oriented Development Projects. Transit-oriented development projects, including affordable housing and infrastructure at or near transit stations or connecting those developments to transit stations.
- Complete Streets Capital Projects. Capital projects that implement local complete streets programs.
- Other GHG and Criteria Air Pollutant Reduction projects or programs. Other projects or programs designed to reduce greenhouse gas emissions and other criteria air pollutants by reducing automobile trips and vehicle miles traveled within a community.

Affordable Housing & Sustainable Communities (AHSC) Program

BACKGROUND INFORMATION

- Strategic Agricultural Easements on urban/rural fringe. Acquisition of easements or other approaches or tools that protect agricultural lands that are under pressure of being converted to nonagricultural uses, particularly those adjacent to areas most at risk of urban or suburban sprawl or those of special environmental significance.
- Sustainable Communities Strategy (SCS) Implementation Plans. Planning to support implementation of an SCS, including implementation of local plans supporting greenhouse gas emissions reduction efforts and promoting infill and compact development.ⁱⁱⁱ

PROJECT THRESHOLDS

By statute, projects must:

1. Demonstrate how the project will reduce GHG emissions, subject to methodology and reporting requirements established by California Environmental Protection Agency (CalEPA)/Air Resources Board (ARB);
2. Demonstrate consistency with the state planning priorities pursuant to Government Code 65041.1;
3. Implement a Sustainable Communities Strategy (SCS) or other regional plan to reduce GHGs.^{iv}

CO-BENEFITS

Project scoring criteria shall support co-benefits beyond the reduction of GHG emissions, which includes maximizing economic, environmental, and public health benefits, improving air quality, reduce the following: energy consumption, criteria pollutants, water consumption, greenfield land consumption, commute times, and public fiscal costs; support economic growth, workforce development, civic partnerships, and stakeholder engagement; and protect or improve public health.^v

PROGRAM EXPENDITURE REQUIREMENTS

Fiscal Year	Total Program Amount	
2015-16 and beyond (continuous appropriation)	20% of annual proceeds of the Greenhouse Gas Reduction Fund.	<ul style="list-style-type: none"> • 50% of funds for affordable housing, including preserving and developing affordable housing for lower income households. • 50% of funds to disadvantaged communities as identified by the California Environmental Protection Agency (CalEPA).^{vi}

Approximately \$120 million in local assistance funding will be available in fiscal year 2014/2015.

PROGRAM GUIDELINES

The SGC shall, in coordination with its member agencies and departments, develop program guidelines and selection criteria for implementation of the AHSC program.

Affordable Housing & Sustainable Communities (AHSC) Program

BACKGROUND INFORMATION

Guidelines Development Process

- Draft guidelines shall be published on the SGC website (www.sgc.ca.gov) at least 30 days prior to public meetings where comments are to be accepted on the Draft Guidelines.
- The guideline development process will involve outreach to the public and stakeholders for eligible projects, including but not limited to local governments, regional agencies, civic and other organizations. This shall include coordination with metropolitan planning organizations and other regional agencies to identify and recommend projects within their respective jurisdictions reflecting the goals and objectives of the AHSC Program.
- The SGC shall conduct public workshops for development of the guidelines, including at least one in northern California and at least one in southern California, and other areas of the State as appropriate for involving disadvantaged and other target populations.^{vii}

AHSC PROGRAM COORDINATION

- **Programmatic and Administrative Expertise to Develop Guidelines and Implement Program.** The SGC shall leverage programmatic and administrative expertise of relevant state agencies and departments in implementing the AHSC Program.^{viii} The California Department of Housing and Community Development (HCD), the California Natural Resources Agency (CNRA), and the California Department of Conservation (DOC) are supporting the SGC to develop guidelines and implement the AHSC program.
- **Coordination with CalEPA and ARB.** The AHSC program guidelines shall incorporate CalEPA's disadvantaged communities related threshold program eligibility criteria and State Air Resources Board (ARB) requirements for compliance with the state agency reporting provisions relating to expenditure records and demonstrating greenhouse gas reduction objectives.
- **Coordination with Existing Programs.** A project eligible for funding pursuant to the program shall be encouraged to promote the objectives of Section 75210, and economic growth, reduce public fiscal costs, support civic partnerships and stakeholder engagement, and integrate and leverage existing housing, transportation, and land use programs and resources.^{ix}

ⁱ Sec. 1(a)(6)(A)&(7)(D), SB 862, Chapter 36, Stats. 2014

ⁱⁱ PRC 75210

ⁱⁱⁱ PRC Sec. 75212

^{iv} PRC Sec. 75211

^v PRC 75213-14

^{vi} H&S Sec. 39719(b)(1)(C)

^{vii} PRC Secs. 75215-75216

^{viii} PRC Sec. 75216

^{ix} PRC Sec. 75213

**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES
PROGRAM GUIDELINE DEVELOPMENT WORKSHOPS**

The purpose of the following workshops is to gather public input to inform guidelines development for the SGC Affordable Housing and Sustainable Communities Program (AHSC). Please refer to [SB 862](#) for more information on this program.

The AHSC Program will provide grants and affordable housing loans for infill and compact transit-oriented development and infrastructure activities. Project funded by the AHSC Program will demonstrate how they support reduction of greenhouse gas emissions by increasing accessibility of housing, employment centers and key destinations via low-carbon transportation options (walking, biking and transit), resulting in fewer vehicle miles travelled. A minimum of 50 percent of available funds will be invested in projects benefiting disadvantaged communities and a minimum of 50 percent of Program funds will be utilized to provide housing opportunities for lower-income households.

AGENDA

1.	AHSC Overview Presentation <ul style="list-style-type: none"> • History • Overview of Statute • Program Objectives • Concurrent efforts and opportunities for engagement • Implementation Timeline • Framework and goals of session
2.	Interdisciplinary Discussion Groups
3.	Break
4.	Program Component Discussion Groups
5.	Next Steps

IMPORTANT NOTE: At these meetings, we will not be gathering detailed feedback on the Agricultural Land Protection component of the Affordable Housing and Sustainable Communities Program or the identification of disadvantaged communities in regard to Greenhouse Gas Reduction Fund programs. However, we will be discussing how to maximize and prioritize benefits to disadvantaged communities. The other topics will be discussed at separate public workshops. For dates, times and locations for the public workshops on the identification of disadvantaged communities, please click [here](#). Workshops on Draft Guidelines for the Agricultural Land Protection component are planning for October. To receive the workshop notification when posted, please join the SGC listserv by clicking [here](#).

WORKSHOPS (Limit of 150 participants. For information and/or to pre-register, visit <http://sgc.ca.gov/>)

- **Fresno – August 12, 2014, 1:00 pm – 4:00 pm**
- **Oakland – August 14, 2014, 1:00 pm – 4:00 pm**
- **Los Angeles – August 15, 2014, 9:00 am – 12:00 pm**

WEBCAST – August 12, 2014. 1:00 PM – 2:00 PM.

- Overview of Affordable Housing and Sustainable Communities Program.
- No registration needed. Link to join: <http://cmac.tv/watch/stream-3/>
- Webcast participants can send comments to: ahsc@sgc.ca.gov

Affordable Housing and Sustainable Communities Program Guideline Development Workshop

Fresno, CA | August 12

Oakland, CA | August 14

Los Angeles, CA | August 15

Goals of Today's Workshop

- Existing Law and Mandates
- Program Timeline and Concurrent Processes
- Proposed Program Concepts
- Gather Input for Program Guidelines

2014-15 Greenhouse Gas Reduction Fund Investments

Category	Department	Program	2014-15
Sustainable Communities and Clean Transportation	High-Speed Rail Authority	High-Speed Rail Project	\$250 m
	State Transit Assistance	Low Carbon Transit Operations Program	\$25 m
	Caltrans	Transit and Intercity Rail Capital Program	\$25 m
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$130 m
	Air Resources Board	Low Carbon Transportation	\$200 m
Energy Efficiency and Clean Energy	Dept. of Community Services and Development	Energy Efficiency Upgrades/Weatherization	\$75 m
	Energy Commission	Energy Efficiency for Public Buildings	\$20 m
	Dept. of Food and Agriculture	Agricultural Energy and Operational Efficiency	\$15 m
Natural Resources and Waste Diversion	Dept. of Fish and Wildlife	Wetlands and Watershed Restoration	\$25 m
	Dept. of Forestry and Fire Protection	Fire Prevention and Urban Forestry Projects	\$42 m
	Cal Recycle	Waste Diversion	\$25 m

Key California Laws on Greenhouse Gas Reduction

2006	AB 32	California Global Warming Solutions Act
2008	SB 375	Sustainable Communities and Climate Protection Act
2012	SB 535	Requires auction proceeds benefit and invest in Disadvantaged Communities
2012	AB 1532	Establishes public process and directs funds to reduce GHGs and achieve co-benefits
2012	SB 1018	Established the Greenhouse Gas Reduction Fund and accountability requirements
2014	SB 862	Created the Affordable Housing and Sustainable Communities Program

Evolution of State Support for Sustainable Communities

RESEARCH AND BEST PRACTICES

Statewide TOD Study
& Database

Statewide Infill
Study

Smart Mobility
2010

Infill Financing
Options Analysis



PLANNING

Integrated Regional
Partnership
Program

Downtown
Rebound
Planning Grants

Regional
Blueprint
Program

Modeling
Incentive
Grants

Sustainable
Communities
Planning Grants



PROJECT IMPLEMENTATION

Multifamily
Housing Program

Catalyst Pilot
Program

TOD & Infill
Infrastructure Program

Housing/Parks
Program

High-
Speed Rail

Sustainable Communities
Planning Program

Intercity Rail
Modernization

Active Transportation
Program

Urban Greening
Program



SGC AFFORDABLE HOUSING & SUSTAINABLE COMMUNITIES PROGRAM

Requirements for Greenhouse Gas Reductions for all Cap and Trade Auction Proceed Programs

Structure of SGC-led Cap and Trade Proceed Investments

Greenhouse Gas Reduction Fund Investments

Air Resources Board

GHG Reductions

Co-Benefits

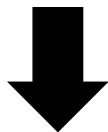
Disadvantaged
Communities



Strategic Growth Council

Resources Agency

Dept. of Housing and Community
Development



Ag Land Protection

Affordable Housing and
Sustainable Communities

Air Resources Board (ARB) Guidance

- Expenditure record to ensure investments further AB 32
- SB 535 requirement to maximize benefits to disadvantaged communities
- Methodologies to quantify greenhouse gas reductions
- Project tracking & reporting

ARB Interim Guidance: Disadvantaged Communities (DACs)

- Purpose: to provide guidance maximizing benefits to DACs and determining whether an investment provides a benefit to or is located within a DAC
- Timeframe and Process
 - Public workshops August 25, 26 & September 3
 - Board hearing on September 18 on interim guidance

Air Resources Board Guidance: Greenhouse Gas Reductions

- Purpose: to develop consistent methodologies for quantifying greenhouse gas reductions and other economic, environmental and public health co-benefits
- Timeframe and Process
 - Oct. 2014-Mid-2015
 - Public workshops (TBD)
 - Presentation of proposed guidelines to Board

AHSC: Agricultural Lands Protection Component

AHSC: Agricultural Lands Protection

This component will be administered separately by
the Natural Resources Agency

Purpose: “...the acquisition of easements or other approaches or tools that protect agricultural lands that are under pressure of being converted to nonagricultural uses, particularly those adjacent to areas most at risk of urban or suburban sprawl or those of special environmental significance.”

Please submit questions and
comments on Agricultural Land
Protection component of the
AHSC Program to:

ahsc_ag@sgc.ca.gov

Affordable Housing and Sustainable Communities (AHSC) Program Overview

AHSC Statutory Requirements

- Demonstrate GHG reductions
- Consistent with State Planning Priorities*
- Implement regional Sustainable Communities Strategy**
- 50% of funding invested to benefit Disadvantaged Communities
- 50% of funding invested to provide housing opportunities for lower income households

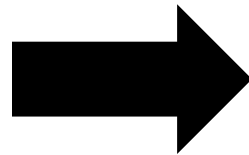
*Per Government Code 65041.1

**If a Sustainable Communities Strategy is not required for a region by law, a regional plan that includes policies and programs to reduce greenhouse gas emissions will meet this requirement.

Big Picture – VMT Reduction

Travel Mode

- ✓ Rail –
Heavy/light
- ✓ Bus/BRT
- ✓ Car-sharing
- ✓ Bike
- ✓ Walk



Key Destinations

- ✓ Housing
- ✓ Work
- ✓ Retail
- ✓ Schools
- ✓ Parks
- ✓ Critical Services
- ✓ Recreational



VMT



GHG

Eligible Uses

- Affordable Housing
- Transit
- Active Transportation
- Non-Infrastructure Active Transportation
- Complete Streets
- Transit-Oriented Development
- Other GHG and Criteria Air Pollutant Reduction
- SCS Implementation Plans

Eligible uses to be assisted through:

- ✓ Loans and grants for affordable housing
 - ✓ Grants for other activities

Projects must demonstrate GHG reductions that focus on Vehicle Miles Traveled (VMT) reductions

Projects may also demonstrate ancillary GHG reductions through:

- Improved energy efficiency
- Net GHG sequestration
- Other GHG reductions or emissions avoidance

Demonstration of how funded projects will reduce GHG emissions will be subject to methodologies and reporting requirements established by the California Air Resources Board.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

Projects will increase accessibility of housing, employment centers and key destinations via low-carbon transportation options (walking, biking and transit), resulting in fewer vehicle miles travelled.

The AHSC Program will provide grants and affordable housing loans for infill and compact transit-oriented development and infrastructure activities.

Potential GHG Reductions Methods

Examples of Potential Project Typologies

PRIMARY

ANCILLARY

VMT REDUCTION

- I. TOD Corridor, District or Neighborhood: Housing located at transit station(s), including affordable housing, with transit and other uses (e.g. active transportation, urban greening, complete streets)
- II. Infill Housing supporting transit but not located in immediate proximity to a transit station
- III. Integrated Non-Housing Projects: Integration of at least two non-housing related eligible activities (e.g. mixed use development + active transportation)
- IV. Other?

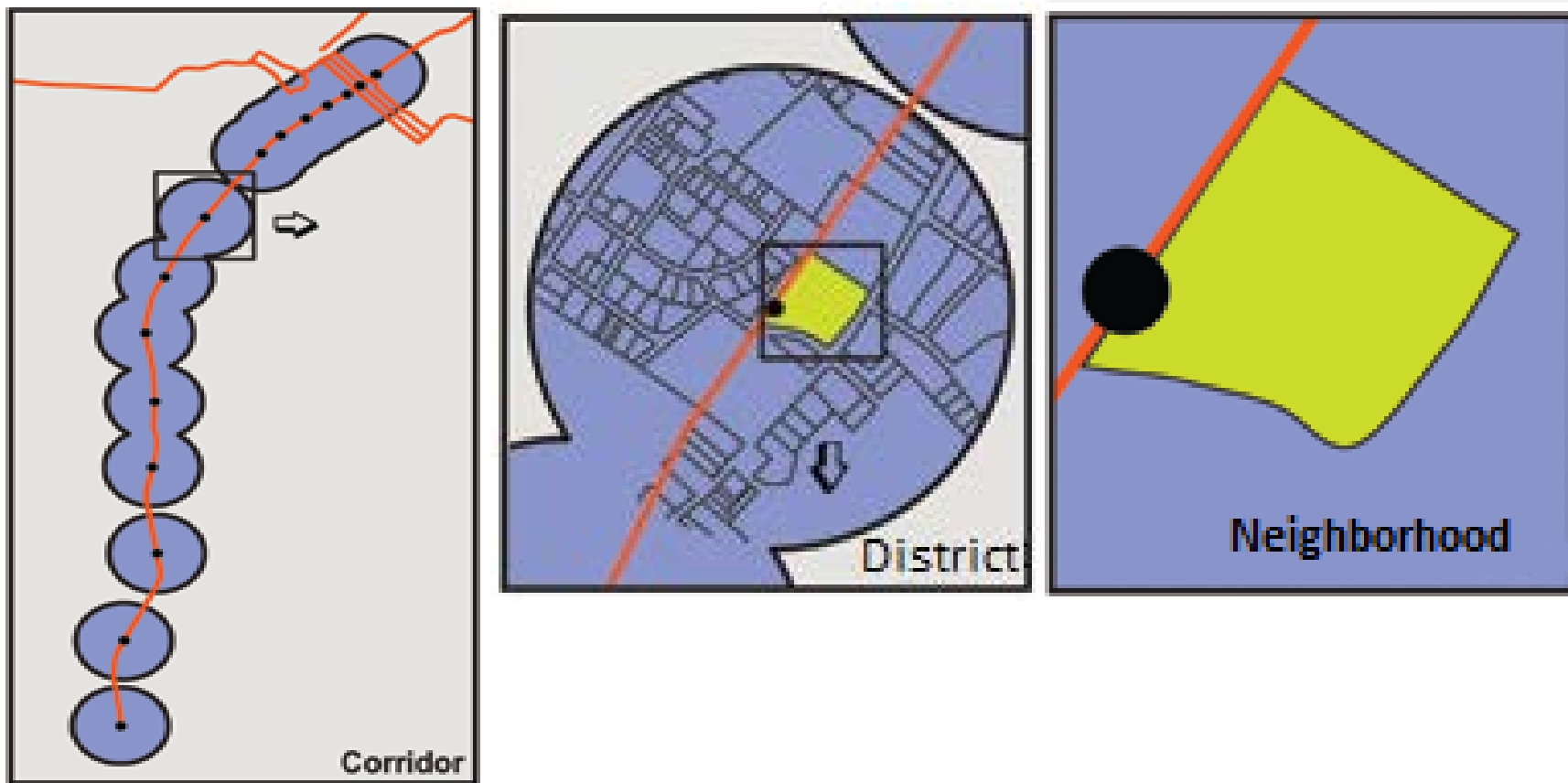
Energy Efficiency

- New construction or retrofit of housing

Net GHG Sequestration

- Pollutant Reduction through Urban Forestry

Transit Oriented Development – Scale of TODs



TOD/Infill Program Examples

1050 B St., San Diego
\$4M TOD Grant
229 Affordable Units



MacArthur Transit Village, Oakland
\$17M TOD Grant
\$17M Infill Grant
448 Total Units
89 Affordable



MacArthur Park Apartments, Westlake MacArthur Station, LA
\$16M TOD Loans, \$1M TOD Grant
172 Affordable Units



Union City Intermodal, Union City
\$8M TOD Grant
344 Total Units
155 Affordable

Co-Benefits

Project scoring criteria shall support co-benefits beyond the reduction of GHG emissions, which includes:

- Maximizing economic, environmental, and public health benefits
- Improving air quality
- Reducing energy consumption
- Reducing criteria pollutants
- Reducing water consumption
- Reducing greenfield land consumption
- Reducing commute times
- Reducing public fiscal costs
- Support economic growth
- Support workforce development
- Support civic partnerships
- Support stakeholder engagement
- Protect or improve public health

ARB will be providing further guidance on measuring co-benefits which will be incorporated into program guidelines

Estimated Timeline



AUGUST 2014

Three Public Workshops on Guideline Development

SEPTEMBER 2014

Release Draft Guidelines

OCTOBER 2014

Three Public Workshops on Draft Guidelines

NOVEMBER 2014

Release Draft Final Guidelines

DECEMBER 2014

Final Guidelines presented to Council for Approval

JANUARY 2015

Funding Solicitation Released

APRIL 2015

Applications Due

JUNE 2015

Awards Announced

Implementation of Regional Sustainable Communities Strategies

- Per SB 862: “Support implementation of an adopted or draft sustainable communities strategy or, if a sustainable communities strategy is not required for a region by law, a regional plan that includes policies and programs to reduce greenhouse gas emissions.”
- Per SB 862: “council shall coordinate with the metropolitan planning organizations and other regional agencies to identify and recommend projects within their respective jurisdictions that best reflect the goals and objectives of this division.”

How does the project address the following:

- Reduce GHGs?
- Benefit Disadvantaged Communities?
- Provide Affordable Housing?
- Achieve Economic, Environmental and Public Health Co-Benefits?

Thank you for attending today!

Additional comments can be
submitted to:

AHSC@sgc.ca.gov

Estimated Timeline



AUGUST 2014

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Summary of Senate Bill 743 (Steinberg, 2013)

Changes to Transportation Analysis Under California Environmental Quality Act

1. Changes to Transportation Analysis: Level of Service

The bill requires the Office of Planning & Research (OPR) to prepare revised California Environmental Quality Act (CEQA) guidelines for adoption by the Secretary of the Resources Agency to establish criteria for determining the transportation impacts of projects within transit priority areas that promote the following:

- Reduction of greenhouse gas emissions
- Development of multimodal transportation networks
- A diversity of land uses

OPR is also required to recommend alternate metrics to measure transportation impacts, that may include, but are not limited to, vehicle miles traveled or auto trip generation rates. Upon certification of the guidelines, auto delay, as described by level of service (LOS) or similar measures of traffic congestion, may not be considered a significant impact, *except* in locations identified in the guidelines. This gives OPR the option of excluding the use of LOS even beyond transit priority area boundaries.

2. New Expansion of Specific Plan CEQA Exemption

Expands on existing CEQA exemptions related to residential projects to create a new section (Public Resources Code 21155.4) that exempts from CEQA an employment center, or mixed-use project, including any subdivision or zoning change that meets the following criteria:

- Is within one-half mile of a major transit stop that is existing or planned, if planned stop is within adopted four-year federal Transportation Improvement Program (TIP).
- Is undertaken to implement and is consistent with a specific plan for which an EIR has been certified.
- Is consistent with general use designation, density, building intensity and applicable policies specified for project area in a sustainable communities strategy (SCS).

Exceptions to this are as follows: 1) if substantial changes have occurred to the project; 2) if substantial changes occur with respect to circumstances in which the project is being undertaken; or 3) if new information that could not have been known at the time the EIR was adopted becomes available.

3. Changes to Role of Parking & Aesthetics in CEQA Review

Within transit priority areas, SB 743 eliminates aesthetics and parking impacts of a residential, mixed-use residential, or an employment center project on an infill site. Aesthetic impacts do not include impacts on historical or cultural resources. In addition, the bill doesn't change the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers.

4. New Authority for Local Agencies to Establish Infill Opportunity Zones

The bill revives the ability of a city or a county to create an **infill opportunity zone (IOZ)** and makes creation of such a zone much simpler than under prior law. To establish an IOZ, the city or county must simply adopt a

resolution that determines the IOZ is: 1) consistent with the general plan and any applicable specific plan and 2) is a **transit priority area** within an SCS that has been adopted. Level of service standards that are otherwise required as part of a county's congestion management program do not apply to streets and highways located within an IOZ. Thus, a congestion management agency would not be required to adopt a "deficiency plan" for corridors within an IOZ that experience an increase in traffic.

Quick Reference: Definitions

Employment Center Project: A project located on property zoned for commercial use with a floor-area ratio no less than 0.75 and that is located within a transit priority area. **PRC § 21099 (a)(1)**

High-Quality Transit Corridor: A corridor with a fixed-route bus service with service intervals no longer than 15 minutes during peak commute hours. **Government Code § 65088.1**

Infill Opportunity Zone: A specific area designated by a city or county that is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. **PRC § 65088.1 (e)**

Infill site: A lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses. **PRC § 21099 (a)(4)**

Major Transit Stop: A site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. **PRC § 21064.3**

Transit Priority Area: An area that is within one-half mile of a **major transit stop** that is existing or planned, if the project is scheduled to be completed within the planning horizon included in an adopted federal Transportation Improvement Program. **PRC § 21099 (a)(7)**

- *This information was adapted from the Metropolitan Transportation Commission (MTC) Fact Sheet released November 12, 2013, which can be found at http://www.mtc.ca.gov/legislation/SB_743_MTC_Fact_Sheet.pdf.*