



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
818 West 7th Street, 12th Floor
Los Angeles, CA 90017
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www.scag.ca.gov

REGULAR MEETING

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

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Human Development
Bill Jahn, Big Bear Lake

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Transportation
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Thursday, November 3, 2016
10:00 a.m. – 12:00 p.m.

SCAG Main Office
818 W. 7th Street, 12th Floor
Policy Committee Room B
Los Angeles, CA 90017
(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov.

Agendas and Minutes for the CEHD Committee are also available at: <http://www.scag.ca.gov/committees/Pages/default.aspx>

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Community, Economic, and Human Development Committee
Members – November 2016

Members

Representing

Chair*	1. Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
Vice Chair*	2. Hon. Larry McCallon	<i>Highland</i>	District 7
	3. Hon. Dante Acosta	<i>Santa Clarita</i>	SFVCOG
	4. Hon. Al Austin, II	<i>Long Beach</i>	GCCOG
	5. Hon. Stacy Berry	<i>Cypress</i>	OCCOG
	6. Hon. Wendy Bucknum	<i>Mission Viejo</i>	OCCOG
	7. Hon. Carol Chen	<i>Cerritos</i>	GCCOG
*	8. Hon. Steven Choi	<i>Irvine</i>	District 14
	9. Hon. Jeffrey Cooper	<i>Culver City</i>	WSCCOG
	10. Hon. Rose Espinoza	<i>La Habra</i>	OCCOG
	11. Hon. Kerry Ferguson	<i>San Juan Capistrano</i>	OCCOG
*	12. Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
	13. Hon. Debbie Franklin	<i>Banning</i>	WRCOG
*	14. Hon. Vartan Gharpetian	<i>Glendale</i>	District 42
	15. Hon. Julie Hackbarth-McIntyre	<i>Barstow</i>	SANBAG
	16. Hon. Tom Hansen	<i>Paramount</i>	GCCOG
	17. Hon. Robert “Bob” Joe	<i>South Pasadena</i>	Arroyo Verdugo Cities
*	18. Hon. Barbara Kogerman	<i>Laguna Hills</i>	District 13
	19. Hon. Paula Lantz	<i>Pomona</i>	SGVCOG
	20. Hon. Joe Lyons	<i>Claremont</i>	SGVCOG
*	21. Hon. Victor Manalo	<i>Artesia</i>	District 23
	22. Hon. Charles Martin		Morongo Band of Mission Indians
	23. Hon. Joseph McKee	<i>Desert Hot Springs</i>	CVAG
	24. Hon. Susan McSweeney	<i>Westlake Village</i>	LVMCOG
*	25. Hon. Carl E. Morehouse	<i>San Buenaventura</i>	District 47
	26. Hon. Ray Musser	<i>Upland</i>	SANBAG
*	27. Hon. Steve Nagel	<i>Fountain Valley</i>	District 15
*	28. Hon. John Nielsen	<i>Tustin</i>	District 17
	29. Hon. Edward Paget	<i>Needles</i>	SANBAG
*	30. Hon. Erik Peterson	<i>Huntington Beach</i>	District 64
	31. Hon. Jim Predmore	<i>Holtville</i>	ICTC



Community, Economic, and Human Development Committee
Members – November 2016

Members

Representing

32. Hon. John Procter	<i>Santa Paula</i>	VCOG
* 33. Hon. Mary “Maxine” Resvaloso		Torres-Martinez Desert Cahuilla Indians
* 34. Hon. Rex Richardson	<i>Long Beach</i>	District 29
35. Hon. Sonny R. Santa Ines	<i>Bellflower</i>	GCCOG
* 36. Hon. Andrew Sarega	<i>La Mirada</i>	District 31
37. Hon. Becky Shevlin	<i>Monrovia</i>	SGVCOG
* 38. Hon. Tri Ta	<i>Westminster</i>	District 20
39. Hon. Mark Waronek	<i>Lomita</i>	SBCCOG
40. Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

**Regional Council Member*

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA NOVEMBER 3, 2016

The Community, Economic and Human Development (CEHD) Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Bill Jahn, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Time Page No.

Approval Item

- | | | |
|---|-------------------|----------|
| 1. <u>Minutes of the September 29, 2016 Meeting</u> | Attachment | 1 |
|---|-------------------|----------|

Receive and File

- | | | |
|---|-------------------|----------|
| 2. <u>SB 375 Target Setting Stress Test Status Report</u> | Attachment | 6 |
| 3. <u>2017 Meeting Schedule of the Regional Council and Policy Committees</u> | Attachment | 9 |

ACTION ITEM

- | | | | |
|---|-------------------|-----------------|-----------|
| 4. <u>Proposed Protocol for Distributing Sub-jurisdictional Level Population, Household and Employment Data to Regional Stakeholders</u>
<i>(Kimberly Clark, SCAG Staff)</i> | Attachment | 15 mins. | 10 |
|---|-------------------|-----------------|-----------|

Recommended Action: Recommend the proposed protocol for data distribution be adopted by SCAG's Regional Council and amended language to the Plan be included in Amendment #1 to the 2016 – 2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA NOVEMBER 3, 2016

INFORMATION ITEMS

	<u>Time</u>	<u>Page No.</u>
5. <u>Best Cities for Successful Aging – Mayor's Pledge</u> <i>(Liana Soll, Senior Associate, Center for the Future of Aging, Milken Institute)</i>	Attachment 15 mins.	19
6. <u>Claremont Locally Grown Power Initiative</u> <i>(Devon Hartman, Executive Director, Community Home Energy Retrofit Project – CHERP)</i>	Attachment 40 mins.	23
7. <u>Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program and Award Update</u> <i>(Jason Greenspan, SCAG Staff)</i>	Attachment 10 mins.	61
8. <u>2017 Local Profiles Update</u> <i>(Mike Gainor, SCAG Staff)</i>	Attachment 10 mins.	87
9. <u>California Housing Summit: The Cost of Not Housing – Recap</u> <i>(Ma'Ayn Johnson, SCAG Staff)</i>	Attachment 15 mins.	92

CHAIR'S REPORT

(Hon. Bill Jahn, Chair)

STAFF REPORT

(Frank Wen, SCAG Staff)

FUTURE AGENDA ITEM/S

ANNOUNCEMENTS

ADJOURNMENT

In lieu of the regular meeting for Thursday, December 1, 2016, SCAG will hold its 7th Annual Economic Summit at The L.A. Hotel Downtown, 333 S. Figueroa Street, Los Angeles, CA 90071.

The next regular meeting of the CEHD Committee is scheduled for January 5, 2017 and will held at the SCAG Los Angeles Office.



**COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**September 29, 2016
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE. AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING.

The Community, Economic & Human Development Committee held its meeting at SCAG's downtown Los Angeles office. A quorum was present.

Members Present

Hon. Dante Acosta, Santa Clarita	SFVCOG
Hon. Stacy Berry, Cypress	OCCOG
Hon. Wendy Bucknum, Mission Viejo	OCCOG
Hon. Carol Chen, Cerritos	GCCOG
Hon. Steven Choi, City of Irvine	District 14
Hon. Kerry Ferguson, San Juan Capistrano	OCCOG
Hon. Margaret Finlay, Duarte	District 35
Hon. Vartan Gharpetian, Glendale	District 42
Hon. Bill Jahn, Big Bear Lake (Chair)	District 11
Hon. Robert Joe, South Pasadena	Arroyo Verdugo Cities
Hon. Barbara Kogerman, Laguna Hills	District 13
Hon. Paula Lantz, Pomona	District 38
Hon. Victor Manalo, Artesia	District 23
Hon. Larry McCallon, Highland (Vice-Chair)	District 7
Hon. Joe McKee, City of Desert Hot Springs	CVAG
Hon. Carl Morehouse, San Buenaventura	District 47
Hon. Ray Musser, Upland	SANBAG
Hon. Jim Predmore, Holtville	ICTC
Hon. Ed Paget, Needles	SANBAG
Hon. John Procter, Santa Paula	VCOG
Hon. Sonny Santa Ines, Bellflower	GCCOG
Hon. Becky Shevlin, Monrovia	SGVCOG
Hon. Mark Waronek, Lomita	SBCCOG

Members Not Present

Hon. Al Austin, Long Beach	GCCOG
Hon. Jeffrey Cooper, Culver City	WSCCOG
Hon. Rose Espinoza, City of La Habra	OCCOG
Hon. Debbie Franklin, Banning	WRCOG

Members Not Present (Cont'd)

Hon. Tom Hansen, City of Paramount	GCCOG
Hon. Joe Lyons, City of Claremont	SGVCOG
Hon. Charles Martin	Morongo Band of Mission Indians
Hon. Julie Hackbarth-McIntyre, Barstow	SANBAG
Hon. Susan McSweeney, Westlake Village	LVMCOG
Hon. Steve Nagel, City of Fountain Valley	OCCOG
Hon. John Nielsen, Tustin	District 17
Hon. Erik Peterson, Huntington Beach	District 64
Hon. Mary Resvaloso, Torres-Martinez Indians	Torres-Martinez Indians
Hon. Rex Richardson, Long Beach	District 29
Hon. Andrew Sarega, City of LaMirada	District 31
Hon. Tri Ta, Westminster	District 20
Hon. Frank Zerunyan, Rolling Hills Estates	SBCCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Bill Jahn, Chair, called the meeting to order at approximately 10:00 AM and asked the Hon. Joe McKee to lead the Committee in the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

There were no public comments presented.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

Approval Item

1. Minutes of the September 1, 2016 Meeting

Receive and File

2. 2030 Scoping Plan Update and Related Initiatives
3. Walk to School Day 2016
4. Housing Summit – October 11, 2016
5. 2016 Meeting Schedule of the Regional Council and Policy Committees
6. 2017 Meeting Schedule of the Regional Council and Policy Committees

Hon. Joe McKee requested that Receive and File Item 2, 2030 Scoping Plan Update and Related Initiatives, be pulled for discussion. Hon. McKee expressed concern regarding the unrealistic statewide scoping plan. On September 8, 2016 Governor Brown signed SB 32 and its companion bill AB 197, which codifies the Executive Order’s target of reducing GHG emissions to 40 percent below 1990 levels by 2030.

Vice Chair Larry McCallon noted that Hasan Ikhata, SCAG's Executive Director, addressed this issue at the EAC meeting. Mr. Ikhata emphasized that an alternate planning strategy would be necessary to address the significant impacts these targets would have on the region.

A MOTION was made (Morehouse) to approve the remaining Consent Calendar, exempting Item 2, 2030 Scoping Plan Update and Related Initiatives. The MOTION was SECONDED (Santa Ines) and APPROVED by the following vote:

AYES: Berry, Choi, Ferguson, Finlay, Gharpetian, Jahn, Joe, Manalo, McCallon, McKee, Morehouse, Musser, Nielsen, Paget, Predmore, Procter, Santa Ines, Shevlin, Waronek

NOES: None

ABSTAIN: None

INFORMATION ITEMS

7. SCAG Enhanced Infrastructure Financing District/Community Revitalization and Investment Authority (EIFD/CRIA) Screen Tool, Pilot Project, and Next Steps

Following the dissolution of RDAs in 2012, numerous legislative bills were introduced to guide and ensure as much as possible an orderly dissolution process, and to provide local government with other potential structures to use tax increment finance for local economic development. Among those legislative bills were SB 628 and AB 2, which empower local jurisdictions to form Enhanced Infrastructure Finance Districts (EIFDs) and establish Community Revitalization and Investment Authorities (CRIAs). Larry Kosmont, President and CEO of Kosmont Companies, provided an overview of how SCAG's member cities may finance sustainable development infrastructure using two new post-RDA tools, EIFD (SB 628/AB 313) and CRIA (AB 2/AB 2492). Kosmont's task is to identify SCAG's role in pre-screening evaluation services and providing technical assistance to member cities considering EIFD/CRIA formation. Kosmont's next step is to complete the Pilot Project Analyses, outreach to relevant agencies/stakeholders, and conduct EIFD/CRIA training workshops.

8. Metropolitan Futures Initiative (MFI) Quarterly Reports

John Hipp, PhD., Director, Metropolitan Futures Initiative (MFI), Professor, Department of Criminology, Law & Society, University of California, Irvine (UCI) and Kevin Kane, Postdoctoral Research Fellow Metropolitan Futures Initiative (MFI) Planning, Policy, and Design, University of California, Irvine (UCI) presented an overview of the MFI Quarterly Reports prepared by UCI researchers. MFI aims to develop an improved understanding of communities and their potential for integrative and collaborative planning and action. As part of its research programs, MFI prepares Southern California Regional Quarterly Reports to build a base of knowledge to guide policymakers in improving the overall quality of life for residents in Southern California.

9. California Communities Environmental Health Screening (CalEnviroScreen) Tool – Update on Draft Version 3.0

Michael Gainor, SCAG staff, stated that CalEnviroScreen provides a screening methodology to help identify California communities that are disproportionately burdened by multiple sources of environmental pollution. On September 6, 2016, California Environmental Protection Agency (Cal/EPA) released the latest draft version of the California Communities Environmental Health Screening (CalEnviroScreen) tool for a six-week public review and comment period that will conclude on October 21, 2016. This latest version of CalEnviroScreen includes several proposed updates and improvements from its predecessor, which was released in 2014. CalEnviroScreen serves to prioritize resources for disadvantaged communities including facilitating and providing designated Cap-and-Trade auction proceeds to the most impacted communities pursuant to SB 535. For the SCAG region, the share of the State's population included in the most impacted communities increased from 68% to 69% from the previous version. This could result in a slightly higher proportion of state Cap-and-Trade funding for the SCAG region and local jurisdictions. Mr. Gainor noted that CalEnviroScreen is not intended to be used as a substitute for the focused risk assessment of a specific area or site, or to determine if a specific project is significantly impacted under the California Environmental Quality Act (CEQA).

Several members expressed concern that it sends the wrong message when addressing these communities as disadvantaged and suggested finding an alternative, such as opportunity communities or AB 535 eligible communities.

CHAIR'S REPORT

There was no report presented.

STAFF REPORT

Dr. Frank Wen encouraged members to register for the Housing Summit on October 11, 2016.

FUTURE AGENDA ITEMS

There were no future agenda items presented.

ANNOUNCEMENTS

There were no announcements presented.

ADJOURNMENT

The Chair adjourned the meeting at 11:50 AM.

Minutes Reviewed By:

Frank Wen, Manager
Research & Analysis

Community, Economic & Human Development Committee Attendance Report

2016

Member (including Ex-Officio) LastName, FirstName	Representing	X = County Represented						X = Attended		= No Meeting		NM = New Member		EA = Excused Absence					
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep 1	Sep 29	Nov	Dec
Acosta, Dante	SFVCOG		X						X					X		X	X		
Austin, Al	GCCOG		X											X		X			
Berry, Stacy	OCCOG			X					X		X		X	X		X	X		
Bucknum, Wendy	OCCOG			X					X				X			X	X		
Chen, Carol	Gateway Cities		X						X				X	X		X			
Choi, Steven	City of Irvine (District 14)			X					X		X		X	X		X	X		
Cooper, Jeffrey	WSSCOG		X											X		X			
Espinoza, Rose	OCCOG			X							X		X	X		X			
Ferguson, Kerry	OCCOG			X					X		X		X	X		X	X		
Finlay, Margaret*	Duarte (District 35)		X						X		X		X	X		X	X		
Franklin, Debbie	WRCOG				X				X		X		X	X		X			
Gharpetian, Vartan	District 42		X															NM	X
Hansen, Tom	Gateway Cities		X						X		X		X	X					
Jahn, Bill* (Chair)	SANBAG (District 11)					X			X				X	X		X	X		
Joe, Robert	Arroyo Verdugo		X						X				X	X		X	X		
Kogerman, Barbara	District 13			X					X		X			X		X	X		
Lantz, Paula	Pomona (District 38)		X						X					X		X	X		
Lyons, Joe	SGVCOG		X						X		X		X	X		X			
Manalo, Victor	District 23		X						X		X					X	X		
Martin, Charles	Morongo Indians				X														
McCallon, Larry* (Vice-Chair)	Highland (District 7)					X			X		X		X	X		X	X		
Hackbarth-McIntyre, Julie	SANBAG																		
McKee, Joe	CVAG				X				X		X		X	X		X	X		
McSweeney, Susan	Las Virgenes/Malibu COG		X																
Morehouse, Carl*	VCOG (District 47)						X		X		X		X	X		X	X		
Musser, Ray	SANBAG					X			X		X		X	X		X	X		
Nagel, Steve	OCCOG			X					X				X			X			
Nielsen, John*	Tustin (District 17)			X									X				X		
Paget, Ed	SANBAG					X			X		X			X			X		
Peterson, Erik	District 64			X					X				X			X			
Predmore, Jim	ICTC	X							X		X		X			X	X		
Procter, John	VCOG						X		X		X		X	X		X	X		
Resvaloso, Mary	Torres-Martinez Indians				X														
Richardson, Rex	District 29		X						X							X			
Santa Ines, Sonny	GCCOG		X								X		X	X		X	X		
Sarega, Andrew	District 31		X						X		X					X			
Shevlin, Becky	SGVCOG		X						X				X	X			X		
Ta, Tri*	District 20			X					X		X			X		X			
Waronek, Mark	SBCCOG		X						X		X		X	X		X	X		
Zerunyan, Frank	SBCCOG		X						X					X		X			
Regional Council Member*																			

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DATE: November 3, 2016

TO: Regional Council (RC)
Executive/Administration Committee (EAC)
Community, Economic and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Frank Wen, Manager Research & Analysis Department, 213-236-1854,
wen@scag.ca.gov

SUBJECT: SB 375 Target Setting Stress Test Status Report

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Receive and File

EXECUTIVE SUMMARY:

At the September 29, 2016 RC and Policy Committee meetings, staff reported that the California Air Resources Board (ARB) is preparing to update the regional greenhouse gas (GHG) emission reduction targets for the years 2020 and 2035 for each MPO. ARB is proposing to release draft preliminary target recommendations in spring 2017, and adopt final targets in summer 2017. Accordingly, the four (4) major MPOs in California have each decided to conduct a technical "Stress Test" aimed to test GHG reduction strategies that would yield the most ambitious yet achievable GHG emission reductions. Staff has worked on the Stress Test for the SCAG region since August, and completed the potential GHG reduction assessment. This staff report provides an overview of the technical analysis and off-model assessment of potential additional GHG emission reductions from strategies included in the Stress Test. Staff also shared the Stress Test results with Technical Working Group (TWG), CEO Sustainability Working Group, and several environmental stakeholders. These Stress Test results will be used to form the technical basis for SCAG's 2020 and 2035 target recommendation to ARB immediately after the Regional Council meeting in January 2017, per agreement of MPOs and ARB target setting process and schedule.

STRATEGIC PLAN:

This item supports Strategic Plan Goal 2. Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities. a. Develop, monitor, or support state legislation that promotes increased investment in transportation programs in Southern California.

BACKGROUND:

SB 375 requires that each MPO adopt, as part of its regional transportation plan, a "Sustainable Communities Strategy" that sets forth plans to meet regional GHG emission reduction targets set by ARB. SB 375 also requires that ARB update the regional targets at least every eight years. In 2010, ARB established the GHG emissions reduction targets for the SCAG region, respectively at 8% and 13% below per capita GHG emissions recorded in 2005 for the years 2020 and 2035. SCAG has

REPORT

prepared two Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) plans, (in 2012 and 2016) that meet or exceed the required ARB targets for 2020 and 2035.

OVERVIEW OF ARB SB 375 TARGET SETTING PROCESS:

ARB is preparing to update the regional SB 375 GHG emission reduction targets for each MPO and is proposing to release draft preliminary target recommendations in spring 2017, and adopt final targets in summer 2017. The new ARB targets for the years 2020 and 2035 will be required to be met by each MPO in the next round of RTP/SCS plans, which for SCAG will be the 2020 RTP/SCS.

The SB 375 Target Setting Process is informed by a suite of concurrent planning activities and technical exercises. Among them, the ARB AB 32 and SB 32 Scoping Plan Update, the ARB Mobile Source Strategy, and the MPO Stress Test. It is anticipated that the forthcoming revised GHG emissions reduction targets adopted by ARB will be much higher than current targets for all MPOs issued by ARB in 2010.

PURPOSES OF ARB/MPO STRESS TEST:

As reported at the September 29, 2016 meeting, the four major MPOs in California have collaborated and each decided to conduct a technical “Stress Test” aimed to test GHG emission reduction strategies that would yield the most ambitious yet achievable GHG emission reductions. The purpose of the Stress Test is to quantify potential additional GHG emission reductions that would result from deployment of various land use and transportation strategies, such as rapid deployment of zero emission vehicles. These Stress Test results will be used to form the technical basis for SCAG’s 2020 and 2035 target recommendation to ARB immediately after the Regional Council meeting in January 2017, per agreement of MPOs and ARB target setting process and schedule.

It is important to the MPOs that the ultimate SB 375 targets continue to be set at levels that MPOs can meet with an SCS, not an Alternative Planning Strategy (APS), and take into account federal requirements the MPOs must meet for financial and land use constraint. To that end, the MPOs in coordination with ARB are working on a process to update SB 375 targets. To implement the State's climate goals, participating MPOs will work with each other, and ARB staff, to conduct a more visionary, “less” constrained form of Scenario Planning—the “stress test scenarios”, to determine what kinds of: a) land use and transportation measures; b) more aggressive implementation of technology solutions (e.g. electric vehicles, autonomous vehicles, etc.) and c) changes to external factors (e.g. millennial driving patterns, gas prices, etc.) might be needed to create the greater GHG reductions needed to meet ARB’s Mobile Source Strategy goals.

MPO staff agreed to assess further GHG reduction potentials in the following six (6) strategy buckets:

1. Land Use
2. Active Transportation (AT)
3. Pricing
4. Transit

5. Greater penetration of zero emission vehicles (ZEVs)
6. Enhanced Mobility/Mobility Innovations
 - a. Car sharing
 - b. Ride sourcing/Transportation Network Companies
 - c. Connected and Autonomous Vehicles

SCAG STRESS TEST:

Since SCAG has already adopted very ambitious strategies in land use, pricing, and transit investment in both the 2012 and 2016 RTP/SCS, staff focused the agency's "Stress Test" and potential additional GHG emissions reductions in three strategy buckets: AT, ZEVs and Mobility Enhancement and Innovations. In addition, more advanced researches and information has become available, enabling staff to conduct more robust assessment of potential additional GHG reductions from enhanced mobility and innovations, including connected and autonomous vehicles, car sharing, ride sourcing and transportation network companies.

With all strategies, programs, and investment in the 2016 RTP/SCS by 2035, the region demonstrated a reduction of per capita GHG emissions by 18% below 2005 level in 2035 (five percent above the regional target of 13%). SCAG's Stress Test results indicate that about 2 to 2.5 percent (2.0%-2.5%) of per capita GHG emissions could be reduced further above the 18% in 2035--through additional AT programs, investment, and more refined off-model assessment of enhanced mobility and innovations.

Results from the hypothetical scenarios or stress tests described above are not fiscally constrained or otherwise limited by any regional, state or federal rules or guidance, and market feasibility is not assessed. They are intended to build knowledge about the connections between land use, transportation and GHG emissions reduction, and, for SCAG staff to form a technical basis for target recommendations. For example, SCAG staff estimate that it will cost roughly \$10 billion dollars for additional investment and programs called for by strategy buckets included in the stress tests, and the cost is not within the financial constraint of the 2016 RTP/SCS financial plan.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 16/17 Overall Work Program (17-080.SCG00153.04: Regional Assessment).

ATTACHMENT:

None

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2017 MEETING SCHEDULE REGIONAL COUNCIL AND POLICY COMMITTEES

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
818 West 7th Street, 12th Floor
Los Angeles, CA 90017
T: (213) 236-1800
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All Regular Meetings are scheduled on the 1st Thursday of each month (Approved by the Regional Council 09-01-16)	
Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

REGIONAL COUNCIL OFFICERS

- President
Michele Martinez, Santa Ana
- First Vice President
Margaret E. Finlay, Duarte
- Second Vice President
Alan Wapner, Ontario
- Immediate Past President
Cheryl Vlegas-Walker, El Centro

COMMITTEE CHAIRS

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Carmen Ramirez, Oxnard
- Transportation
Barbara Messina, Alhambra

January 5, 2017

February 2, 2017

March 2, 2017

April 6, 2017

May 4 – 5, 2017
(SCAG Regional Conference and General Assembly, JW Marriott Desert Springs)

June 1, 2017

July 6, 2017

August 3, 2017 (DARK)

September 7, 2017

(Note: League of California Cities Annual Conference, Sacramento, CA; Sep. 13 - 15)

October 5, 2017

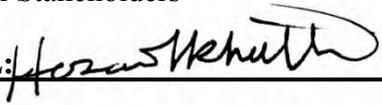
November 2, 2017

December 7, 2017

(SCAG 8th Annual Economic Summit --- in lieu of the regularly scheduled Regional Council and Policy Committees' Meetings)

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DATE: November 3, 2016
TO: Community, Economic, and Human Development Committee (CEHD)
FROM: Kimberly Clark, Regional Planner Specialist, 213-236-1844
SUBJECT: Proposed Protocol for Distributing Sub-jurisdictional Level Population, Household and Employment Data to Regional Stakeholders

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Recommend the proposed protocol for data distribution be adopted by SCAG's Regional Council and amended language to the Plan be included in Amendment #1 to the 2016 – 2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

EXECUTIVE SUMMARY:
The 2016 RTP/SCS requires approval from SCAG's Regional Council to release sub-jurisdictional level socioeconomic estimates and projections to non-governmental organizations, including individuals. As part of Amendment #1 to the Plan, staff received input from the Technical Working Group to create a Protocol for Data Distribution of Sub-jurisdictional Level Population, Household and Employment Data (“Protocol”) that will expedite the dissemination of public information for the purposes of research and local planning, while also upholding the adopted principles of the Policy Growth Forecast.

STRATEGIC PLAN:
This item supports SCAG’s Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective: a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
The 2016 RTP/SCS Policy Growth Forecast includes estimates and projections of population, households, and employment at the sub-jurisdictional level (i.e. Tier 1 and Tier 2 Transportation Analysis Zones (TAZs)) throughout the SCAG region. This forecast was developed and adopted with the following core principles, which are listed on Page 70 of the final Plan:

Principle #1: The preferred scenario will be adopted at the jurisdictional level, thus directly reflecting the population, household and employment growth projections derived from the local input process and previously reviewed and approved by local jurisdictions. The preferred scenario maintains these projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another.

Principle #2: The preferred scenario at the Transportation Analysis Zone (TAZ) level is controlled to be within the density ranges* of local general plans or input received from local jurisdictions. (*: With the exception of the six percent of TAZs that have average density



below the density range of local general plans. The TAZs showing lower densities than GP designations are consistent with existing conditions and future land use and growth projections provided by local jurisdictions. SCAG did not lower the growth.)

Principle #3: For the purpose of determining consistency for California Environmental Quality Act (CEQA), lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS.

Principle #4: TAZ level data or any data at a geography smaller than the jurisdictional level has been utilized to conduct required modeling analyses and is therefore advisory only and non-binding given that sub-jurisdictional forecasts are not adopted as part of the 2016 RTP/SCS. TAZ level data may be used by jurisdictions in local planning as it deems appropriate. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with the 2016 RTP/SCS

Principle #5: SCAG will maintain communication with agencies that use SCAG sub-jurisdictional level data to ensure that the "advisory and non-binding" nature of the data is appropriately maintained.

In addition, consistent with the above stated principles, the preferred scenario and corresponding forecast of population, household and employment growth is adopted at the jurisdictional level as part of the 2016 RTP/SCS and sub-jurisdictional level data and/or maps associated with the 2016 RTP/SCS is advisory only. For purposes of qualifying for future funding opportunities and/ or other incentive programs, sub-jurisdictional data and/or maps used to determine consistency with the Sustainable Communities Strategy shall only be used at the discretion and with the approval of the local jurisdiction. However, this does not otherwise limit the use of the sub-jurisdictional data and/or maps by SCAG, CTCs, Councils of Governments, SCAG Subregions, Caltrans and other public agencies for transportation modeling and planning purposes. **Any other use of the sub-jurisdictional data and/or maps not specified herein, shall require agreement from the Regional Council, respective policy committees and local jurisdictions.** (Emphasis added).

Earlier this spring, SCAG received a request from the non-profit organization Climate Resolve to provide Tier 1 TAZ sub-jurisdictional growth forecast and transportation modeling data for the High Desert Corridor in Los Angeles County for the purpose of commenting on Metro's ballot measure project. As Climate Resolve is a non-governmental organization, approval from SCAG's Regional Council was needed to release the information, along with agreement from the CEHD and the impacted local jurisdictions (City of Palmdale and County of Los Angeles) in accordance with above Principles in the 2016 RTP/SCS. Climate Resolve's request for data was received shortly after the adoption of the Plan, on April 18, 2016. After successfully receiving approval from the impacted local jurisdictions, CEHD, and Regional Council, this data was delivered to Climate Resolve during the week of September 5, 2016.

In examining the length of time required to complete the process prescribed under the 2016 RTP/SCS, SCAG staff initiated a discussion with our Technical Working Group to develop a comprehensive

REPORT

protocol for data distribution that could expedite future requests while also ensuring that the “advisory” and “non-binding” nature of the Policy Growth Forecast is appropriately maintained (as described in Principle #5 above). Table 1 lists the information needed from a given requestor based on the purpose of their request.

To make sure that Principles #1 through #5 of the Policy Growth Forecast are enforced, all requests will require the completion of a Model Data Request Form (MDRF) and Model Data Usage Agreement (MDUA). The MDRF (included as Attachment #1) helps to get more information about the nature of the request and the requesting agency. The MDUA (Attachment #2) is a confidentiality agreement that specifies data may not be released or shared below the jurisdictional level and provides instructions of data release/approval protocols, detailed information about the non-binding and advisory nature of the data, and limitations and proper usage of subregional data and regional model data. The MDUA also cites the intended usage of the data, purpose of the research, likely end results (e.g. subregional contract report, traffic modeling, paper or journal publication, class project, etc.), and levels of anticipated reporting of the dataset (e.g. regional, sub-regional, or jurisdictional tables, charts, graphics, etc.).

Table 1: Proposed Protocol for Tier 1 and Tier 2 Sub-jurisdictional Socioeconomic Data Distribution

Number	Request Type	Model Data Request Form Required (Yes/No)	Model Data Usage Agreement Required (Yes/No)	Provide Email or Letter on Agency/ Organization's Letterhead (Yes/No)	Provide Approval Letter from Impacted Local Jurisdiction(s) (Yes/No)
1	Requests from funding or regulatory agencies for subjurisdictional data intended for planning work (this would include agencies such as CTCs, FHWA, FTA, EPA, Caltrans, ARB, AQMD, etc.)	Yes	Yes	Yes	No
2	Requests from local jurisdictions of their own jurisdiction's data	Yes	Yes	Yes	No
3	Requests for subjurisdictional data intended for planning work from subregions or local jurisdictions for areas outside their jurisdictional or agency boundary	Yes	Yes	Yes	No
4	Requests from other public agencies (e.g., School Districts, Metropolitan Water District (MWD), Sanitation Districts, and other government or government regulated agencies as deemed appropriate by SCAG) for subjurisdictional data intended for planning work	Yes	Yes	Yes	No
5	Requests from SCAG consultants working on SCAG projects	Yes	Yes	No	No
6	Requests from consultants working on local projects for subregions, local jurisdictions, and other public agencies	Yes	Yes	Yes (from sponsoring agency)	No
7	Requests for subjurisdictional data from research organizations, such as universities, non-profits and policy institutes, for general research purposes	Yes	Yes	Yes (including description of data request)	No
8	Requests from other organizations for non-research purposes	Yes	Yes	Yes	Yes
9	Requests from individuals in the general public (note: SCAG will suggest requestors seek data directly from affected local jurisdictions or subregions before requesting data from SCAG)	Yes	Yes	Yes	Yes

REPORT

It is important to note that with the adoption of this Protocol and an amendment to the 2016 RTP/SCS that references the Protocol, approval from the Regional Council and impacted policy committees will no longer be required to release data to non-public entities, including individuals. Approval from the impacted jurisdiction will still be required, however, for requests from non-governmental organizations for non-research purposes (Item #8) and for requests from the general public (Item #9).

To implement this revision, an errata sheet will be published for RTP/SCS Amendment #1 noting that the language in paragraph #3 on Page 70 of the Plan should state:

In addition, consistent with the above stated principles, the preferred scenario and corresponding forecast of population, household and employment growth is adopted at the jurisdictional level as part of the 2016 RTP/SCS and sub-jurisdictional level data and/or maps associated with the 2016 RTP/SCS is advisory only. For purposes of qualifying for future funding opportunities and/or other incentive programs, sub-jurisdictional data and/or maps used to determine consistency with the Sustainable Communities Strategy shall only be used at the discretion and with the approval of the local jurisdiction. However, this does not otherwise limit the use of the sub-jurisdictional data and/or maps by SCAG, CTCs, Councils of Governments, SCAG Subregions, Caltrans, and other public agencies for transportation modeling and planning purposes. ~~Any other use of the sub-jurisdictional data and/or maps not specified herein, shall require agreement from the Regional Council, respective policy committees and local jurisdictions.~~

Access to subregional data will be in accordance with the Regional Council approved “Protocol for Distributing Sub-jurisdictional Population, Household, and Employment Data”.

Staff seeks input from the CEHD Committee regarding the Protocol, including a recommendation that the Regional Council approve the Protocol when it is presented to them.

FISCAL IMPACT:

Staff time and costs to process the requested data are budgeted in the FY16/17 OWP (070.02665.02 - Growth Forecasting - Development, Outreach, and Collaboration)

ATTACHMENTS:

1. Sample Model Data Request Form (MDRF)
2. Sample Model Data Usage Agreement (MDUA)

Southern California Association of Governments MODEL DATA REQUEST FORM

This Model Data Request Form is between the Requester and the Southern California Association of Governments ("SCAG"). The purpose of this Request Form is to provide a mechanism for SCAG to log and maintain the data requests that are received for modeling and forecasting data.

Please fill in this form in its entirety, sign and return form to Cheryl Leising at leising@scag.ca.gov and Hsi-Hwa Hu at hu@scag.ca.gov. Pending approval, the request will then be given a timeframe for completion and forwarded to the appropriate staff member who will fulfill the data requested. Please note that in-house projects and tasks take priority, adjust time for your request accordingly. **NOTE: For consultants or those working with a jurisdiction and/or public agency, please attach a written request on jurisdiction/agency letterhead (or email). Please send the attachment with your request as a PDF file.**

Today's Date:

Date request needed by (please allow a min. of 45 day lead time):

Company/Agency/Consultant

Name:

Requester Name:

Contact Information:

Email:

Phone:

Requested Data (please provide a brief and specific listing of requested information including the model year and location if applicable for request):

Purpose of the Request (please provide a brief description of request- i.e.: purpose, methodology and expected finding or outcome from the request):

RTP year(s) data is including/requested:

FOR SCAG USE ONLY:

SCAG employee assigned to request:

Timeframe to complete request:

Additional information needed:

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Model Data Usage Agreement

(Interim Version, Dated October 2016)

Based on guidance from the 2016 – 2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS), this Model Data Usage Agreement ("Agreement") is entered into by and between the Southern California Association of Governments, hereinafter referred to as "SCAG," and XXXXXXXX, a (provide type of organization), hereinafter referred to as "Requester," collectively referred to as the "Parties" to ensure the "advisory and non-binding" nature of SCAG's subjurisdictional data is appropriately maintained. Please refer to Pages 70-71 of the 2016 RTP/SCS for more information.

Note: The "Requester" is the party who will be working directly with the provided sub-jurisdictional data/modeling information and will conduct the actual data analysis.

RECITALS

Whereas, SCAG is providing technical assistance to the Requester in the development of subjurisdictional data or data analysis for the "XXXXXXX" project, hereinafter referred to as "the Project"; and

Whereas, the Requester seeks use of certain subregional data and modeling information from SCAG in order to conduct its work for the Project; and

Whereas, the Requester falls under the category of (type of organization; e.g. public agency) under SCAG's Data Distribution Protocol, dated October 2016.

Whereas, SCAG is willing to provide the Requester use of certain SCAG subregional data and modeling information, as further specified below, based upon the terms and conditions of this Agreement.

Now, therefore, the Parties agree as follows:

I. GENERAL PROVISIONS

1. The above Recitals are incorporated as part of this Agreement by this reference.
2. This Agreement, when signed by SCAG and the Requester, shall serve as authorization for the Requester to obtain and use certain subregional data and modeling information from SCAG as further detailed herein.
3. No alteration or variation of the terms of this Agreement shall be valid unless made in writing and signed by both Parties.
4. This Agreement is not assignable, in whole or in part, to any third party. II.

MODELING INFORMATION - ACCESS & USE

1. Requester has requested access and use of certain SCAG subregional data and modeling data as specified in Section V below.
2. In response to the request by Requester, SCAG shall provide to Requester access to the SCAG subregional data and modeling information set forth in Article V herein, hereinafter referred to as "Modeling Information." This Modeling Information shall only be used by Requester in a manner that complies with the conditions of this Agreement and is consistent with the stated Purpose of the Request ("Stated Purpose"), as specified in Section VI below.

3. Requester shall be authorized to use and modify the Modeling Information consistent with the Stated Purpose of this Agreement. If requested by SCAG, the Requester shall provide SCAG with complete copies of all modified Modeling Information.
4. SCAG will provide only the portion of the modeling scripts (GISDK code) needed to support the Requestor's model development needs and requirements. Section "V. REQUESTED MODELING INFORMATION" shall clearly specify the portion of the Scripts required by the Requester. If additional sections of the model code are needed in the future as part of the Project, an addendum to this Agreement will be processed to provide the required model code.
5. In the event that the Requester modifies the Modeling Information provided by SCAG, Requester agrees to include the following statement in any written reference relating to the Modeling Information as provided herein:

"The following modeling analysis was performed by XXXXXXXX based upon modeling information originally developed by the Southern California Association of Governments (SCAG). SCAG is not responsible for how the Model is applied or for any changes to the model scripts, model parameters, or model input data. The resulting modeling data does not necessarily reflect the official views or policies of SCAG. SCAG shall not be held responsible for the modeling results and the content of the documentation."

6. Requester shall not use the Modeling Information for any other purpose except as set forth in the Stated Purpose of this Agreement. In addition, Requester shall only use the Modeling Information in conjunction with the Project.
7. Except as specifically provided in this Agreement, Requester shall not use, release, reproduce, distribute, publish, maintain, and update for future use, loan, rent, pledge, license, assign, or otherwise transfer the Modeling Information acquired from SCAG, with or without any monetary compensation paid to Requester, without the prior written permission of SCAG. Secondary or any third party distribution or use of the Modeling Information obtained under this Agreement is strictly prohibited. Moreover, Requester shall not store or transmit the Modeling Information in or to any web site, newsgroup, mailing list, or electronic bulletin board, or regularly or systematically store the Modeling Information in electronic or print form, without the prior written permission of SCAG, except that Requester may store the Modeling Information in electronic or print form in order to carry out Requester's work for Modeling Information in conjunction with the Project. Any breach of these restrictions may result in immediate termination of this Agreement and liability for damages.
8. All Modeling Information received from SCAG by Requester shall be destroyed by Requester immediately after its approved use has ended and/or the Stated Purpose is otherwise completed.

III. DISCLAIMER OF LIABILITY AND HOLD HARMLESS AGREEMENT

1. Modeling Information shall be provided to the Requester by SCAG in an "as-is" condition, with no guarantee or warranty of format, completeness, or fitness for any use, expressed or implied. No oral or written information or advice given by SCAG shall be construed as a warranty, except as to ownership and/or copyright. No oral or written information or advice given by the Agency or Consultant, or other participating agency with respect to the subject Modeling Information shall be construed as a warranty. This disclaimer shall survive the termination of this Agreement.

2. The Requester shall hold SCAG harmless for any incidental, consequential, or special damages arising out of the use of the Modeling Information, or the inability to use any Modeling Information (including without limitation, loss of use, time or data, inconvenience, commercial loss, lost profits or savings or the cost of computer equipment or software, or loss due to any analysis derived from said data).

IV. INDEMNITY

SCAG shall not be responsible for any damage or liability occurring by reason of anything done or omitted to be done under, or in connection with this Agreement. Requester will indemnify, defend, and hold harmless SCAG from any liability and expenses and any claims for incidental, consequential, or special damages to the extent that such claim arises out of anything done or omitted to be done in connection with the Modeling Information provided by SCAG under this Agreement.

V. REQUESTED MODELING INFORMATION

Requester requests the following model data from SCAG:

VI. PURPOSE OF THE REQUEST

Requester is requesting SCAG modeling information for the following specific purpose (please list intended usage of the data, purpose of the research, likely end results (e.g. subregional contract report, traffic modeling, paper or journal publication, class project, etc.), levels of anticipated reporting of dataset (e.g. regional, sub-regional, or jurisdictional tables, charts, graphics, etc.):

VII. ENTIRE AGREEMENT

This writing contains the entire agreement of the Parties relating to the subject matter hereof, and the Parties have not made agreements, representations, or warranties relating to the subject matter hereof which are not set forth herein. Except as provided herein, this Agreement may not be modified or altered without the formal written amendment thereto.

VIII. EFFECTIVE DATE

The effective date of this Agreement shall be the date in which the last of the Parties, whether SCAG or Requester, executes this document.

(

IN WITNESS WHEREOF, SCAG and Requester have caused this Agreement to be executed by its duly authorized representatives on the dates noted below.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS {"SCAG"}:

Signature: _____

Date:

Printed Name: Guoxiong Huang

Title: Manager, Modeling & Forecasting Department

Approved as to legal form:

Signature: _____

Printed Name: Joann Africa

Title: Chief Counsel

REQUESTOR:

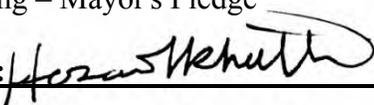
Signature: _____

Date:

Printed Name:

Title:

DATE: November 3, 2016
TO: Community, Economic and Human Development (CEHD) Committee
FROM: Simon Choi, Chief of Research & Forecasting, (213) 236-1849, choi@scag.ca.gov
SUBJECT: Best Cities for Successful Aging – Mayor's Pledge

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

Liana Soll, a Senior Associate for the Center for the Future of Aging at the Milken Institute, will provide an overview of a biannual “Best Cities for Successful Aging” report and encourage all mayors in the SCAG region to sign the “Mayor’s Pledge.” The Milken Institute is a nonprofit, nonpartisan think-tank determined to increase global prosperity by advancing collaborative solutions that widen access to capital, create jobs and improve health.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective c: Provide practical solutions for moving new ideas forward.

BACKGROUND:

The Center for the Future of Aging at the Milken Institute, publishes a biannual “Best Cities for Successful Aging” report and rankings index that garners widespread public and media attention.

Best Cities for Successful Aging is a first-of-its-kind, data-driven index that measures and ranks the performance of 352 U.S. metropolitan areas in promoting and enabling successful aging. The Best Cities for Successful Aging index examines 84 separate factors that most affect the quality of life for older adults. These include not only health and wellness, crime rates and weather, but also economic and job conditions, housing, transportation, and social engagement factors that help create safe, affordable and connected communities.

The Milken Institute invites all mayors in the SCAG region to sign the “Mayor’s Pledge,” evidencing their support for successful aging in their communities. To date, Mayor’s Pledge signatories include 140 leaders from America’s largest cities, such as New York, Los Angeles and Chicago, and from smaller cities in every part of the country. Attached are the Mayor’s Pledge and a request letter from the Center for the Future of Aging’s Advisory Board.

FISCAL IMPACT:

None

ATTACHMENT:

Mayor's Pledge & a request letter from the Center for the Future of Aging’s Advisory Board.



Dear Mayor:

As members of the Milken Institute Center for the Future of Aging's Advisory Board, we're asking for your pledge to improve lives in your community. In cities across America and the world, a massive demographic shift poses unique challenges and opportunities. We share the Institute's goal: to make our cities work better for older residents and for young people as well. Change is needed and Mayors stand at the forefront, working to improve conditions for older adults and a brighter future for all.

In 2012, the Institute, a nonpartisan, nonprofit think tank, first issued its groundbreaking, data-based Best Cities for Successful Aging ("BCSA") report. In conjunction with the publication of the second edition of BCSA in 2014, the Institute called upon mayors across the nation to sign the Best Cities for Successful Aging Mayor's Pledge ("Mayor's Pledge"). With the upcoming release of the third edition of BCSA in November 2016, the Institute will again publicly recognize mayors who are leading the way and demonstrating their commitment to positive change by signing the Mayor's Pledge.

Best Cities for Successful Aging measures, compares and ranks U.S. metropolitan areas for their capacity to enable successful aging. The BCSA methodology makes use of publicly available data on health care, wellness, living arrangements, transportation and convenience, financial characteristics, employment, educational opportunities, and community engagement.

BCSA has received extraordinary attention from national and local media, public and private sector leaders and a wide range of other stakeholders. Regularly cited in major outlets such as PBS NewsHour, Forbes, Money, CBS, NBC, CNN, USA Today, Yahoo, Next Avenue, and The New York Times, The Wall Street Journal called BCSA "a valuable resource for Americans." We expect even greater visibility for BCSA 2016.

The Institute is not alone in seeking progress on this issue. Recognizing the power of cities to change the landscape, the age-friendly network initiatives of the World Health Organization and AARP aim to transform communities as they prepare for an aging population. Both nationally and globally, cities are in the spotlight. In its July 2016 double issue, "240 Reasons to Celebrate America Right Now," TIME Magazine referenced the Mayor's Pledge and highlighted "Cities that embrace all generations" as a reason to celebrate.

Beyond making our cities work for an aging population, older adults should have the opportunity to work for our cities. Older residents improve the lives of all generations through volunteer activity and encore careers across the government, nonprofit and private sectors.

We respectfully ask you to sign the Mayor's Pledge, and we look forward to celebrating your commitment to making your city an even better place for successful aging.

Thank you,
The Milken Institute Center for the Future of Aging Advisory Board

Arthur H. Bilger

Chairman, The Bilger Foundation; Chairman, Working Nation Foundation

Laura L. Carstensen

Professor of Psychology and Fairleigh S. Dickinson Jr. Professor in Public Policy, Stanford University; Founding Director, Stanford Center on Longevity

Henry Cisneros

Chairman, Executive Committee, Siebert Brandford Shank and Co., LLC; Chairman, CityView; Former Secretary, U.S. Department of Housing and Urban Development; former Mayor, San Antonio

Pinchas Cohen

Dean, Leonard Davis School of Gerontology, ; Executive Director, Ethel Percy Andrus Gerontology Center; William and Sylvia Kugel Dean's Chair in Gerontology, University of Southern California

Catherine Collinson

President, Transamerica Institute; Executive Director, Aegon Center for Longevity and Retirement

Joseph F. Coughlin

Director, Massachusetts Institute of Technology AgeLab

Ken Dychtwald

Founder, President and CEO, AgeWave

Marc Freedman

Founder and CEO, Encore.org

Linda P. Fried

Dean and DeLamar Professor of Public Health, Columbia University Mailman School of Public Health; Professor of Medicine, Columbia College of Physicians & Surgeons; Senior Vice President, Columbia University Medical Center

Lynn Goldman

Michael and Lori Milken Dean of Public Health, Milken Institute School of Public Health, The George Washington University

Christopher Herbert

Managing Director, Joint Center for Housing Studies, Harvard University

Michael W. Hodin

CEO, Global Coalition on Aging; Managing Partner, High Lantern Group

Jo Ann Jenkins

CEO, AARP

Yves Joannette

Scientific Director, Institute of Aging, Canadian Institutes of Health Research; Professor, Faculty of Medicine, University of Montréal

Paul H. Irving

Chairman, Milken Institute Center for the Future of Aging; Distinguished Scholar in Residence, University of Southern California Davis School of Gerontology

Freda Lewis-Hall

Executive Vice President and Chief Medical Officer, Pfizer Inc.

Robin E. Mockenhaupt

Chief of Staff, The Robert Wood Johnson Foundation

Philip A. Pizzo

Founding Director, Stanford Distinguished Careers Institute; David and Susan Heckerman Professor of Pediatrics and of Microbiology and Immunology; former Dean, Stanford University School of Medicine

Andy M. Sieg

Managing Director, Head of Global Wealth & Retirement Solutions; Member, Operating Committee, Bank of America Merrill Lynch

Rodney E. Slater

Co-Chairman, Transportation, Shipping & Logistics Practice, Squire Patton Boggs; former Secretary, U.S. Department of Transportation

Trent Stamp

CEO, The Eisner Foundation

Fernando M. Torres-Gil

Professor of Social Welfare and Public Policy Director of the Center for Policy Research on Aging, University of California, Los Angeles

Additional information

- If you have any questions, please contact Liana Soll at (310) 570-4876 or lsoll@milkeninstitute.org.
- Please submit your signed pledge by **November 4, 2016** to ensure that you are included in the printed [Best Cities for Successful Aging](#) report. Email: lsoll@milkeninstitute.org, Fax: (310) 570-4601.

**Best Cities for Successful Aging
Mayor's Pledge**

I, _____, pledge to make _____ a city for successful aging:

To make our city work for older adults, I will take steps to:

- Ensure that the well-being of our aging population is addressed by each department, agency and division in our city government.
- Make our city safe, affordable and comfortable for our older residents.
- Provide older adults access to resources promoting health and wellness.
- Support employment, entrepreneurship, education and other services to make our older residents more financially secure.
- Offer housing options that suit the varied needs of our older population.
- Improve access to transportation and mobility options for our older adults.

To provide opportunities for older adults to work for our city, I will:

- Promote the engagement of older residents in volunteer and paid roles that serve the needs of our city and its residents.
- Call upon higher education and workforce development programs to help older adults refresh their skills, train and transition to a new stage of work focused on strengthening our city.
- Recognize older residents as an asset for our city and celebrate their contributions to improving lives for all generations.

Signature: _____

Name: _____

Date: _____

DATE: November 3, 2016
TO: Community, Economic and Human Development (CEHD) Committee
FROM: Frank Wen, Manager Research & Analysis Department, 213-236-1854,
wen@scag.ca.gov
SUBJECT: Claremont Locally Grown Power Initiative

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
Devon Hartman, Executive Director of Community Home Energy Retrofit Project (CHERP) will present to the CEHD about the “Claremont Locally Grown Power (CLGP) Initiative.” Locally Grown Power is about local communities re-powering themselves by building and installing their own solar, as an amenity. The Claremont pilot program is driven locally by community action, with the goal of creating a replicable (in your city), scalable, non-profit, economically sustainable solar panel assembly factory. CLGP is uniting community organizations, City Hall, and regional partners, to bring back middle-class manufacturing jobs, and stimulate the local economy while creating sustainable energy and economics.

STRATEGIC PLAN:
This item supports SCAG’s Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, and Objective (a): Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans

BACKGROUND:
Locally Grown Power is about local communities re-powering themselves by building and installing their own solar, as an amenity (see details in the attached paper). The program is driven locally by community action:

“We are creating a replicable, non-profit, solar panel assembly factory that is uniting physicists, economists, City Hall, local businesses, and hundreds of local volunteers, to bring back middle-class manufacturing jobs and cut green-house gasses on a massive scale.” (Devon Hartman, Executive Director – CHERP)

The program is best suited to communities with strongly aligned local community action and city government:

“Claremont is combining cutting-edge solar technology with enlightened macro-economics to dramatically cut CO₂ emissions while stimulating both the state and our local economy.” (The Honorable Sam Pedroza, Mayor of Claremont).

Claremont Locally Grown Power is sustainable energy *and* economics

Imagine a locally owned and operated, non-profit, 5,000 sq. ft. manufacturing plant that produces high quality solar panels, skillfully made and carefully installed, by workers/residents of local community. The products are serving primarily low and moderate income multi-family households and renters. Local employment opportunities created may serve disadvantaged workforce, for example, veterans, developmentally disabled, students, underemployed, and structurally unemployed.

What would be other benefits?

It is estimated that impacts from locally grown energy project could include:

- 150 direct middle class manufacturing and construction jobs.
- 560 total job growth, including indirect jobs.
- Saves residents money every month, and projected to last 25+ years.
- Monthly savings from the energy- representing an increase in Disposable Personal Income (DPI) – will mostly be spent locally, increasing a family’s quality of life while growing the local economy.
- Disposable personal income spending (estimated at \$6.5 Million per year savings for low and moderate income households) will increase city revenues by 12%
- State revenues through income and sales taxes, etc. by a 2:1 ratio, if state will provide initial funding for the project.

Program impact in local community--Claremont from environment and sustainability perspectives:

- Carbon Mitigation: 26,600 Metric Tons/yr @ 1,000 MT/yr/\$M
- Cars Mitigation: Equals 6,000 cars removed per year
- EV charging stations: Carbon equivalent of 8,200 charging stations

For more information about the technology www.idealPV.com

For more information about CHERP <http://www.cherp.net/>

FISCAL IMPACT:

None

ATTACHMENTS:

1. Claremont Locally Grown Power
2. PowerPoint Presentation

CLAREMONT LOCALLY GROWN POWER

A CHERP INITIATIVE

GOALS

CARBON MITIGATION:	26,658 Metric Tons/yr @ 1,000 MT/yr/\$M or 2.3 lbs/yr/\$
JOB CREATION:	557 Peak jobs created @ 12 Job-Years per \$M
ECONOMIC STIMULUS:	12% growth in local economy / 2:1 return to State
ECONOMIC JUSTICE:	Low income households, renters, CalEnviroScreen



PHASE I - Claremont

- Build and test GEN3 Prototype solar array.
- Establish a local solar manufacturing facility.
- Use non-profit model to keep all profits local.
- Install 6,000 5,400 kWh/yr systems (50% of homes) for a price of ± \$800 per home.
- Retrofit 800 homes for a price of ± \$500.
- Maximize multiplier on \$6,500,000 DPI by installing lowest-income households and renters first.
- Produce 38.76 ac GWh/yr (35% of residential demand).
- Mitigate more than 26,600 Metric Tons/year Carbon.
- Create 557 total jobs, 124 are indirect sustained.
- Expand local retail economy by 12%.
- Increase property values by \$175,000,000
- Increase local resiliency and quality of life.

PHASE II

- Install PV on remaining homes and businesses.
- Replicate and scale to other cities.

WHAT IS CLAREMONT LOCALLY GROWN POWER (CLGP)?

Claremont Locally Grown Power is sustainable energy *and* economics

Imagine a locally owned and operated, non-profit, 5,000 sq. ft. manufacturing plant, funded by the state, that produces high quality solar panels, skillfully made and carefully installed, by local workers/residents of our community. The benefits?

- Creates 156 direct middle class manufacturing and construction jobs.
- 557 total job growth, including indirect jobs.
- Saves residents money every month, maintained by cap-and-trade funding; projected to last 25+ years beyond that.
- Monthly savings - an increase in Disposable Personal Income (DPI) - are spent locally, increasing a family's quality of life and growing the local economy.
- DPI spending (\$6.5 Million per year) increases city revenues by 12% and state revenues by a 2:1 ratio.



Sustainable energy creating sustainable economics.

CLGP harnesses the total economic value of solar power

The economic benefit of solar power is divided into roughly two halves – manufacturing (the front half) and power production. Currently, most solar panels are manufactured overseas, sending the front-half economic benefits offshore. CLGP will capture the full potential value of solar by bringing manufacturing jobs home. Radically simplified solar-panel manufacturing, developed by idealPV (US patent 8,952,672), reduces costs by solving a 70-year-old fundamental shortcoming in solar power.

CGLP will leverage this technology breakthrough—licensed for manufacture exclusively in the United States—powered by Claremont’s local labor force to create solar panels that are safe, efficient, and so cost effective that each panel harvests enough value every two years to build another panel. Claremont will create the economic power of its own **38.7GWh/yr power plant**, offsetting over **26,658 metric tons of CO₂ annually**.

How CLGP works to add economic value to Claremont

The economics of CLGP are driven by injecting the value of the solar energy already falling on Claremont directly into Claremont’s retail economy. Solar panels and equipment made locally will be provided as an amenity to you on a sliding scale at little (\pm \$800) or no cost up front and no lease. Just like the road in front of your home, CLGP energy makes Claremont a better place to live and contributes to the local economy. CLGP will use local labor to manufacture and install solar PV panels on your roof and connect the equipment to your electric service. Once the proper safety inspections are complete, the system will be switched on and your electric utility will decrease (on average) \$860 annually (at 16¢ per kWh, 5,400 kWh per year). Studies indicate that consumers choose to spend savings locally, improving the local economy and generating sales tax. It is also well documented that reductions in utility bills raise property values.



CLGP uses local employment and, of course, the sun to inject about \$6,500,000 per year into resident’s local disposable personal income (DPI). This is income that Claremont’s residents were once forced to export out of town to buy imported electricity that is now made available to spend locally. Increased retail consumer spending is increased income to Claremont’s businesses. In turn, these businesses grow and hire - multiplying the economic effect

CLGP is designed to drive \$29,360,000 annually into Claremont’s local retail economy. The economy will be 12% larger permanently with continued maintenance of the infrastructure for next 25+ years.

Economic multiplier

Economic growth is magnified 4.5 times by containing manufacturing, installation and use to the same local economy together with targeting installation and DPI creation to Low and Moderate Income (LMI) households who will have a large Marginal Propensity to Consume (MPC) close to home.

In a local retail economy, increased income to someone, who needs and buys goods or services, will become a merchant’s (employers’) increased income. Income to everyone who is willing to buy locally empowers the local economy to expand. This simple fact causes a local retail economy to expand many times the original increased income to the original group of consumers who were willing to spend. Expansion is limited or even reversed when money is spent outside the local economy or when money is destroyed (for example, burned for fuel). Understanding the local economic effect of changes in income and employment of consumers is of critical importance to business and especially city governments. The US Department of Commerce, Bureau of Economic Analysis maintains the Regional Input-output Modeling System II (RIMSII) computer model to help business and governments understand the powerful economic multiplier effects of their choices. In addition, economists and major universities study the MPC of different consumer groups (Milan, Princeton, and Sufi, University of Chicago). From RIMSII we understand the powerful economic multiplier effect of income from manufacturing and reduced energy expense. From MPC we find that LMI households spend almost every dollar of increased income close to home, powerfully growing their local retail economy while very high-income households tend to save or invest outside of their local economy (stimulating the capital economy). The combined effect is for the local retail economy to add \$3.50 to every LMI \$1 increase in DPI, a 4.5 times multiplier.

Savings on energy bills from energy efficiency and solar directly adds to home values by at least \$21,500 (\$860 savings divided by a 4 percent mortgage rate), up to as much as 9 percent of the home value. It has been long established that energy cost savings are available to pay additional home loan principles and interest versus a home without a CHERP improvement (The Appraisal Journal pp. 401, Evidence of Rational Market Valuations for Home Energy Efficiency). Studies have validated that green-certified homes in California sell for up to 9% more.

Local taxpayers will also benefit from solar arrays installed on municipal buildings. Money saved by the city will initially help pay for household systems, using funds that would have been paid to utility companies for electricity. Once the program is paid for, all of the energy savings are passed on to taxpayers. By keeping it local, CLGP's construction phase generates more than 150 direct jobs, stimulating a total of over 550 jobs. For every utility dollar saved by harvesting sunlight and spent in the community, \$3.50 more will be created in the business community for 25+ years, resulting in over 124 permanent, indirect retail jobs.

Glass, metal, plastic, and other components manufactured in and near Claremont will be used at your CLGP assembly plant first, followed by those produced elsewhere in the United States. Locally sourced and manufactured products support the local economy.

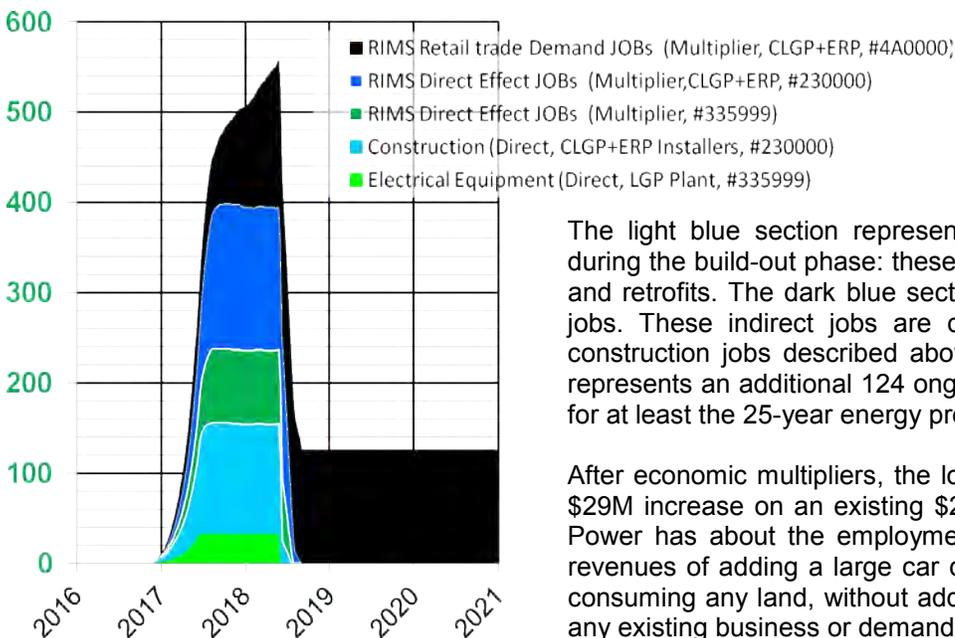


The CLGP program is designed to be funded by the state as a *revenue neutral* infrastructure program for five years. After the first five years, the program generates a \$5,600,000 state revenue *surplus* each year for at least the next 19 years. *This creates a 2:1 ratio of output to input by the state at the 10th year.*

The state's support for the program may be in the form of loan guarantees for the construction phase and grants of increased tax revenues received by the state during the first five years of operation. The construction financing is paid off with municipal PPA sales, sales of federal tax incentives, solar incentives, community participation, donations and grants of increased state tax revenue.

HOW WILL CLGP CREATE JOBS?

CLGP creates both direct and indirect jobs in the city. Local workers will be trained and employed to manufacture, install, and service solar panels that are constructed using locally made materials whenever possible. These panels will then be installed on houses and/or commercial properties throughout the area at little or no charge to the property owner.



This graph illustrates the job creation potential of CLGP. The bright green section at the bottom represents 33 direct manufacturing jobs created by CLGP's solar panel assembly operation.

The light blue section represents 121 direct construction jobs created during the build-out phase: these are the workers needed for solar installs and retrofits. The dark blue section represents an additional 350 indirect jobs. These indirect jobs are driven by the direct manufacturing and construction jobs described above. Finally, the black portion of figure 1 represents an additional 124 ongoing, direct and indirect retail jobs added for at least the 25-year energy production life.

After economic multipliers, the local sales base impact is about +12%: a \$29M increase on an existing \$250M in sales. Claremont Locally Grown Power has about the employment, economic impact and increased city revenues of adding a large car dealership to the community. All without consuming any land, without adding any traffic, and without cannibalizing any existing business or demanding any new city infrastructure.

ADDITIONAL ECONOMIC DRIVERS

Note that the above analysis does not consider four additional positive knock-on effects:

1. Locally grown power installed on city property will avoid approx. \$624,000 in utility costs currently paid from tax revenues to out-of-town utilities.
2. Increased energy efficiency, comfort, indoor air quality, and cooling effect of solar panels themselves will drive property tax revenues higher by about \$200,000 per year.
3. Increased disposable income is also known to drive charitable giving higher, further adding to Claremont's quality of life.
4. Local control and energy independence from utility price inflation or supply.



THE ROLE OF idealPV

CLGP is made possible by idealPV technology which, among other advances, eliminates reverse conduction in solar cells. Reverse conduction is a major problem in solar panels, causing extreme heat as cells are forced into reverse bias. This leads to reduced efficiency and early failure. Eliminating reverse conduction removes over 50% of the rejection specifications for solar cells: CLGP can use solar cells that traditional manufacturers cannot, simply because the cells (otherwise perfectly good) cannot withstand reverse bias. Elimination of reverse conduction also eliminates costly and unreliable bypass diodes and their complex electrical connections. These advances simplify solar panel assembly, while adding durability, performance, longevity, and enhanced safety features.

Handcrafted Electricity

idealPV technology simplifies the solar panel assembly process to match the skills found in metropolitan labor pools, which creates local jobs and increases the quality of panel assembly and installation.

Examples:

1. Soldering the photovoltaic cells together: a job similar to a plumber soldering copper pipe.
2. Cutting the encapsulation film to shape: a task similar to textile or upholstery work.
3. Laminating the solar assembly: a laminator looks and works much like a large clothing press.
4. Installing the mounting frames: a job of fitting and gluing extruded aluminum frame rails, similar to the same task in carpentry.



Locally sourced materials and recycled solar cells



Additionally, glass, plastic film, aluminum extrusion, metal stamping, vacuum form molding and circuit board assembly will also be sourced locally, providing additional local benefits. We anticipate new businesses will arise to provide these and other components and subassemblies.

IdealPV offers a new, patented, module architecture that eliminates reverse conduction and decreases effective cell length. The idealPV approach stems from Rocky Mountain Institute's PV Balance of System Design Charrette of June, 2010.

The power electronics group identified a significant cost reduction that was available through joint optimization of module design and power electronics. This insight provided the seed for the idealPV concept. Since RMI's Charrette, the idealPV design was developed and tested by a small team of highly experienced

engineers, resulting in our full-scale prototype modules.

While conventional solar panels require top grade solar panel encapsulation films and glass to withstand the kind of heat you find on a ceramic stovetop, CLGP panels are kinder and gentler to their materials (more like an ordinary window). CLGP solar panel can use glass and film materials that cost far less than those of conventional solar panels.

Beyond the economic benefits of locally grown power, idealPV solar panels outperform imported alternatives. idealPV panels in the same array may be aimed in different directions (such as south and east), and perform well when partially covered with dirt and snow, conditions which cause conventional panels to lose power and overheat.

idealPV solar panels realize these benefits:

- Use of readily available low cost silicon at high efficiency
- Elimination of reverse conduction: Means no hotspots and long, productive life.
- Ability to use Portrait and asymmetric installation: high dirt and snow tolerance
- Tolerance to differences in power, light, shade & heading mean more usable roof
- Interoperable with other panels & power levels allow future replacement/upgrade
- Greatly simplified assembly process with wide tolerances
- Are faster and safer to install and repair
- Entire systems may be checked and repaired in one hour
- Will not sustain a plasma arc, greatly reducing the risk of starting or spreading fire.
- A disconnected idealPV panel or array shuts itself and wiring down greatly reducing risks to fire fighters, maintenance personal and installers.

HOW WILL THE SOLAR PANELS BE PRODUCED?

A plant capable of producing enough solar panels to completely equip a city of 36,000 residents in five years will occupy about 5,000 square feet of light industrial space housing about \$150,000 of equipment. The equipment is standard in the solar industry. idealPV solar panels use 100% standard materials, processes, and procedures, and many materials, process and procedures have been eliminated altogether or simplified due to our patented technology.



Each idealPV panel produces ~330KWh per year of its 25+ year production life. Each will cost about \$160 to build (about 45 minutes to assemble). The plant will produce up to 105,000 panels a year (50 panels/hour, five days/week) or enough for about 6,000 typical SoCal households per year.

HOW IS CLGP PAID FOR?

The Locally Grown Power Program is designed to be funded by the state as a revenue-neutral infrastructure program for five years. After the first five years, new revenue generated by program has completely offset the cost of the original grants, plus interest, and continuing new tax revenue generates a \$5,400,000 state surplus each year for at least the next 19 years. By year 10 the program will have generated \$2 in new revenue for every \$1 in original grants, a 2:1 return to the state. The state's support for the program may be in the form of loan guarantees for the construction phase and grants of incremental tax revenues received by the state during the first five years of operation. The construction financing is paid off with municipal PPA sales, sales of federal tax incentives, solar incentives, community participation donations, and grants of increased state tax revenue.

PROGRAM FINANCE		
2016 - 2025	EOY 2020	
2.0:1	n/a	State Revenue to State Investment Ratio
\$50.5 M	\$5.6 M/Yr	State Tax Revenue Increase*
\$265.2 M	\$29.2 M/Yr	State Tax Base Increase*
\$46.9 M	Complete EO 2021	Gross Program Cost
\$25.6 M	Complete EO 2021	Net Program Cost to State**

*Revenue exceeds 2040 **Net of Federal ITC and MACRS



THE TWO PHASES OF CLGP JOB CREATION

The entire Phase I program takes two years to construct and the construction financing is retired by year five. Since the program only supplies 71%% of the electricity demand of half of the city's households, additional phases may be considered. In a later phase, the program may also offer commercial PPAs to local business. The margin could fund further household deployments, generating more retail spending which directly benefits local businesses.



PHASE I – THE PILOT

In Phase 1.a, the Locally Grown Power production facility is equipped, workers trained, production ramped from zero, and the first year's production installed on municipal infrastructure. The municipal government becomes net zero.

In Phase 1.b, the residential community is built out over the next year. Every year from this point forward, the community will be receiving the economic input of its own 38.7GWh (38.7 million KWh per year) distributed power plant. This is about 1% of the capacity of Hoover Dam.

PHASE II – R&D IMPROVEMENTS MADE AND REPLICATION IN OTHER CITIES

In Phase II, there are a number of options:

- Since the initial CLGP solar program was designed to satisfy about 35 percent of the original residential community power demand, a CLGP II program may be instituted to make the entire residential community energy independent.
- A CLGP program may also be implemented to make the commercial, schools, and university communities energy independent as well.
- Cap and Trade revenues may be used to maintain systems for 25 years *after cessation* of C&T program
- Lessons learned, systems and processes will be catalogued.
- Ongoing R&D projects will be identified for improvements in assembly, processes, materials and electronics.
- CLGP will be replicated in other CHERP cities

HOW IDEALPV HELPS THE LOCAL AND GLOBAL COMMUNITY

The idealPV technology provides for positive environmental payback in many respects. The notion of solar power as a clean, renewable resource is at the point of installation and use. However, one must consider the entire component construction cycle to account for the whole picture. Roughly, 5% of all cells manufactured cannot be used by conventional solar panel manufactures. The reason is technical: the cells must withstand a certain amount of reverse voltage because of the way the panels are built and controlled. The discarded cells are as efficient as prime cells, produce just as much power, but are discarded if the reverse voltage tests too low or the reverse current is too concentrated. When discarded, the energy used to make those cells is lost. Even worse, they are often melted down to start over in making a new cell.

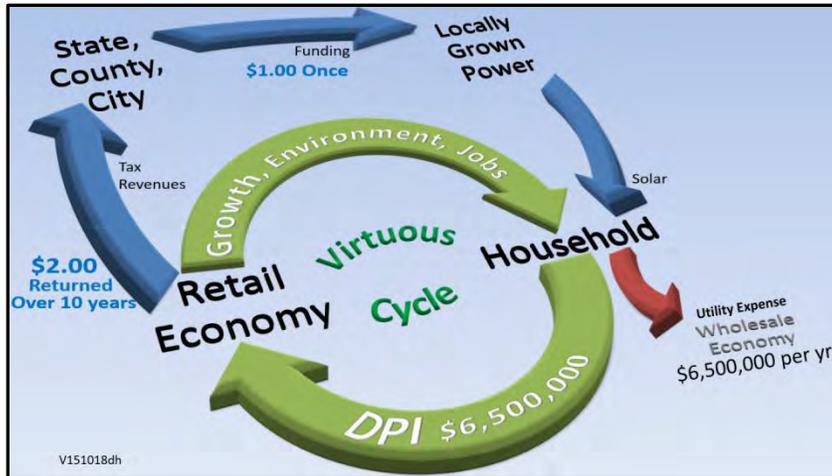


The idealPV technology permits cells with very low breakdown voltage to be used at full efficiency. Thus, these so-called “non-prime” cells may be used in producing full power panels at a greatly reduced cell cost. Think of them as “zero carbon cells.” Though these cells are mostly made in Asia, the carbon produced “there” has a warming impact “here.”

idealPV has patents pending in the United States and throughout Europe. Further patent applications are planned. idealPV is committed to no foreign competition for its franchisees and limited franchise territories.

THE VIRTUOUS CYCLE

In macroeconomic terms, electricity goes from a commodity imported from outside the community, to a locally-produced and consumed supply. This ignites an accelerating local virtual cycle: converting an economic drain on the community into an investment in the community which pays returns to the community – as an annuity, year after year – far beyond the initial investment.



The economics of CLGP are self-sustaining. Two years of power production from one panel pays for another panel, i.e., doubling every two years. Were the panels made available to the panel laborers at cost, a panel would cost less than two days labor, but the worker would save twenty days' worth of labor over the panel's lifetime, thus a 10X return.

The distributed CLGP model is designed to express the economic power of the technology as more local employment and increases in household disposable personal income. The local supply chain and economic activity multiplies regional economic output. This expands market demand making CLGP and

idealPV self-sustaining. CLGP utilizes public/private funding to achieve critical mass of economic output above which the program is self-funding.

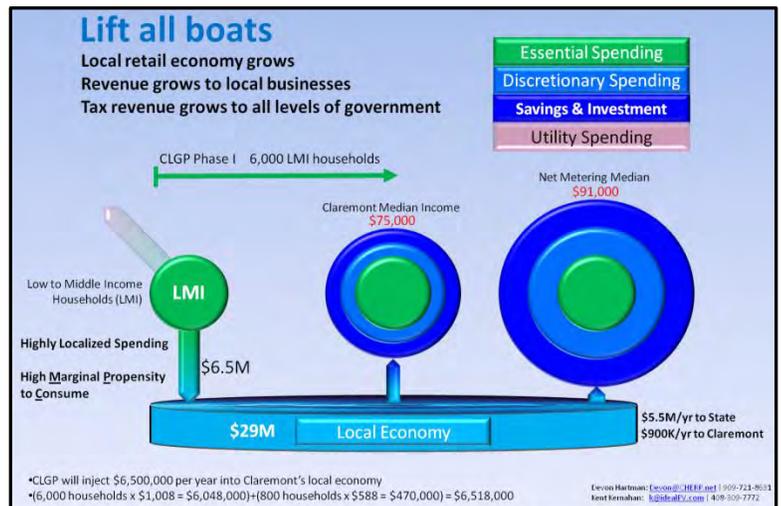
In comparison to the CLGP model, the centralized, outsourced model currently in use is designed to concentrate economic benefits to individuals and entities controlling low cost labor by extracting economic activity from the markets served. This approach decreases economic output within the target market ultimately depressing its demand. In renewable energy, the current, outsourced model is built on capturing government subsidies and is therefore not sustainable.

CLGP is sustainable energy and economics.

High Marginal Propensity to Consume (MPC) and highly localized spending patterns are well-accepted characteristics of Low and Moderate Income (LMI) households. Funds that are no longer demanded for utility spending tend to be immediately re-allocated to other essential spending in the local retail economy.

Spending by LMI households generates income for local businesses and households of all income levels. High-income households tend to hold capital directly or indirectly that generate income from the retail economy and so experience growth as the retail sector grows.

The retail economy is also an important source of tax revenue for all levels of government. Economic growth and tax revenues are rapidly stimulated by CLGP due to behavior of the LMI households CLGP serves and the generation of direct employment created by CLGP manufacturing, installation and maintenance.



CLGP expands tax revenue much more than the tax revenue expended to create and maintain it.

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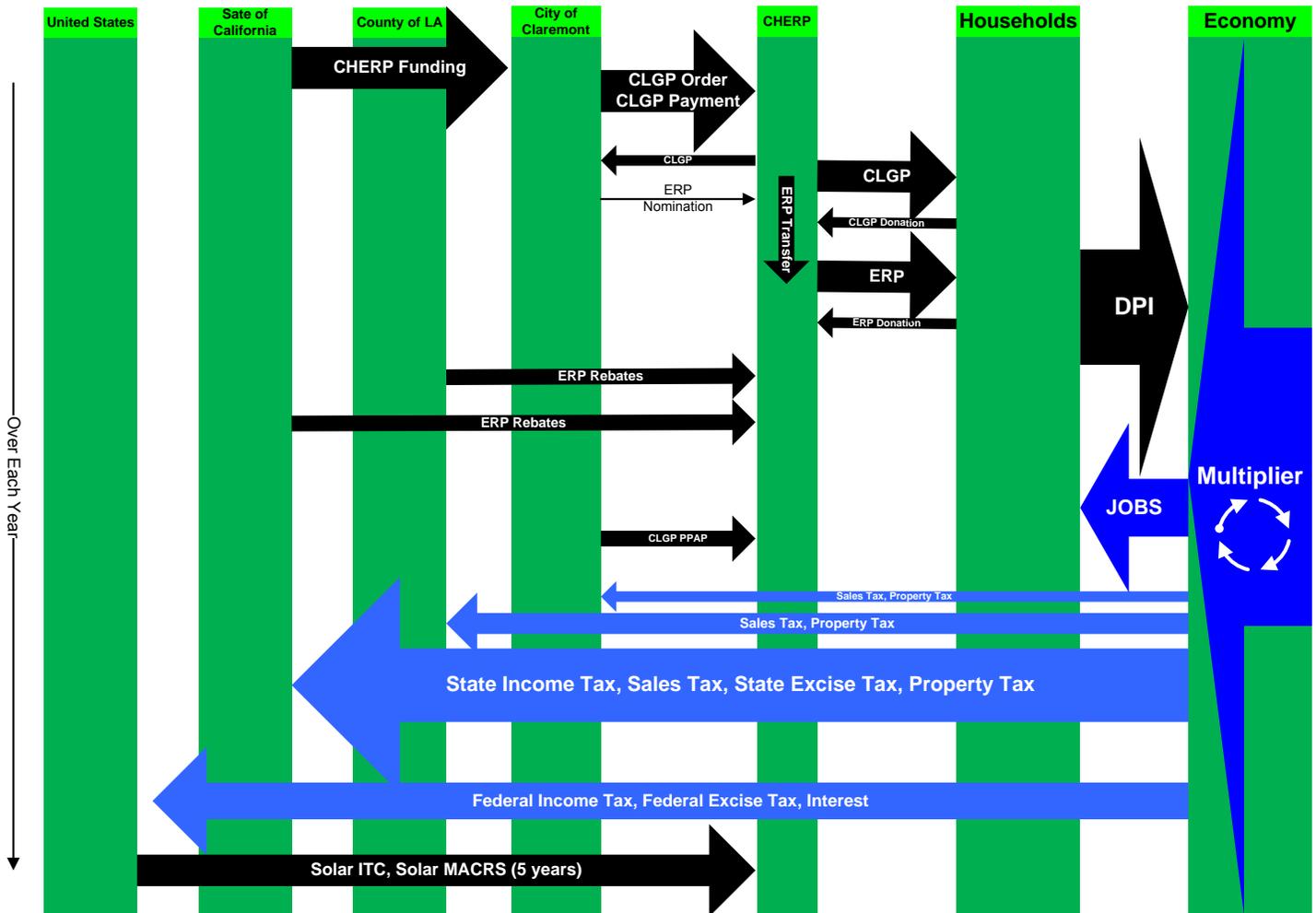
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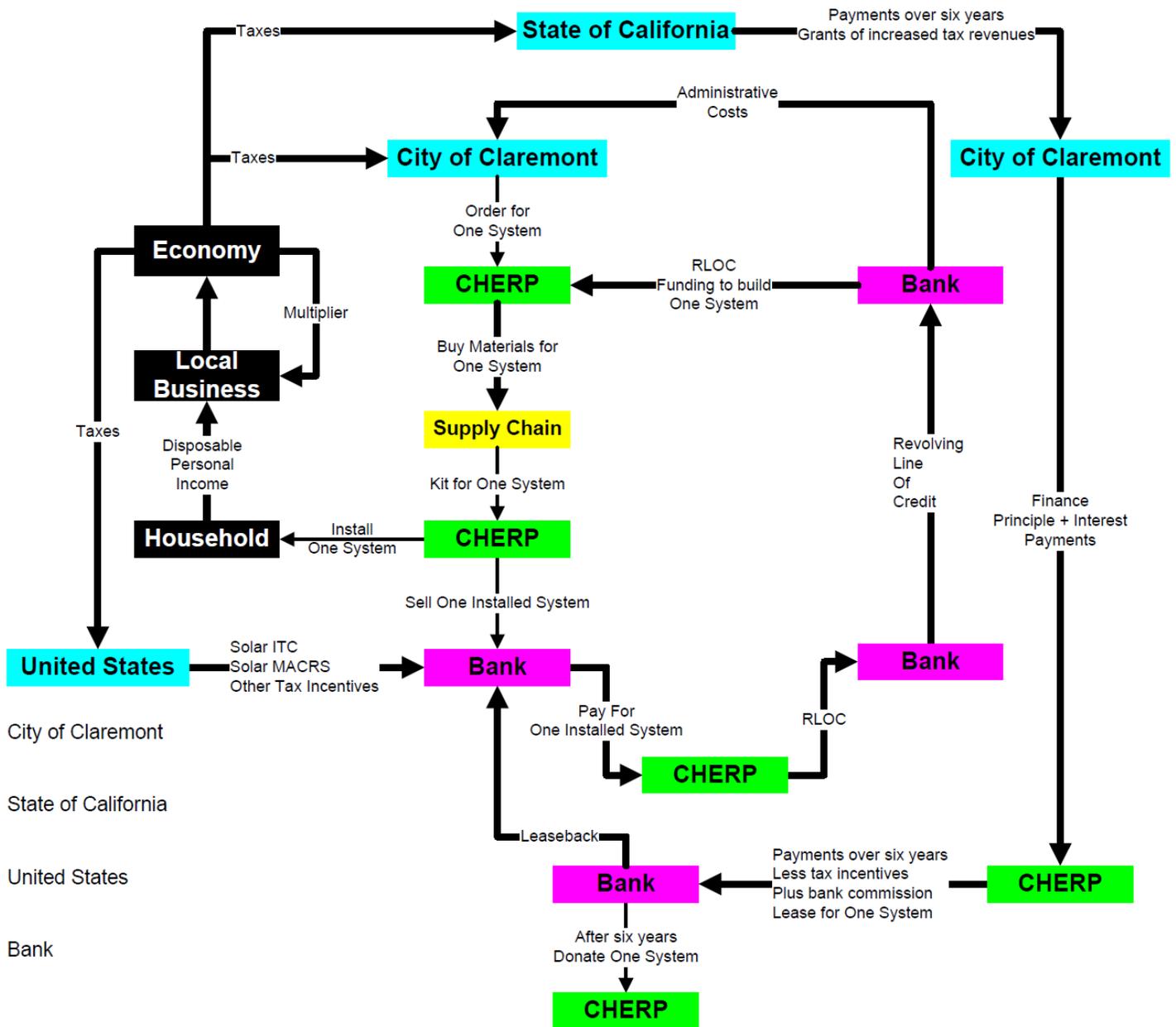
Scan with smartphone to download a copy →

APPENDIX A – CASH FLOWS

Symbol	Description
CLGP	Solar Generating Stations (Claremont Locally Grown Power)
DPI	Disposable Personal Income
ERP	Energy Retrofit Projects
FRSS	FirstResponderSafeSolar.org
ITC	Investment Tax Credit
LMI	Low and Moderate Income households
MACRS	Modified Accelerated Cost Recovery System (accelerated depreciation)
MPC	Marginal Propensity to Consume
PPAP	Power Purchase Agreement Program
RIMSII	Regional Input-output Modeling System II
SAS	SparkArrestingSolar.org
TOU	Time Of Use electric rates that vary by time.



APPENDIX B – FINANCIAL FLOWS



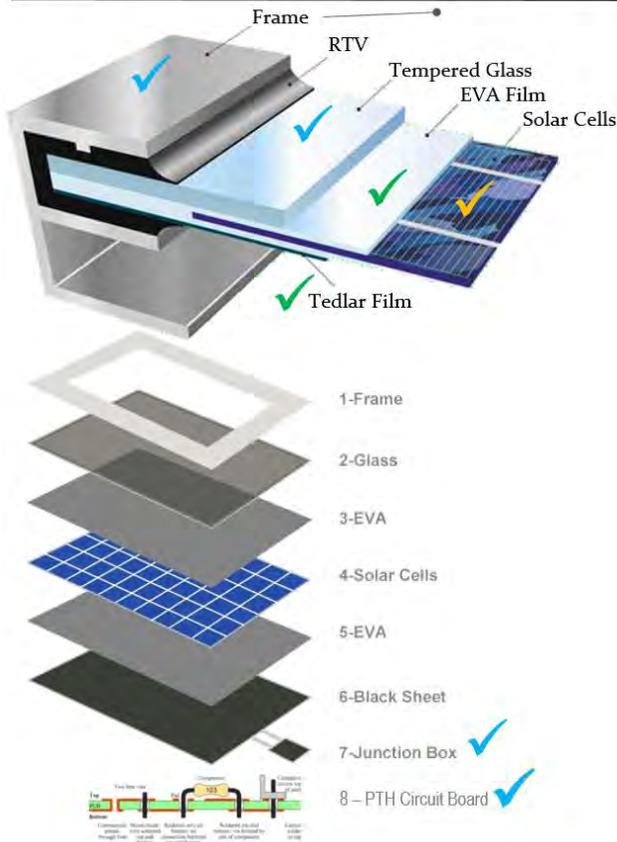
City of Claremont
 State of California
 United States
 Bank

APPENDIX C – CLGP COMPONENTS

CLGP components:

- ✓ Proudly made in LA County USA
- ✓ Made in California
- ✓ Made in USA

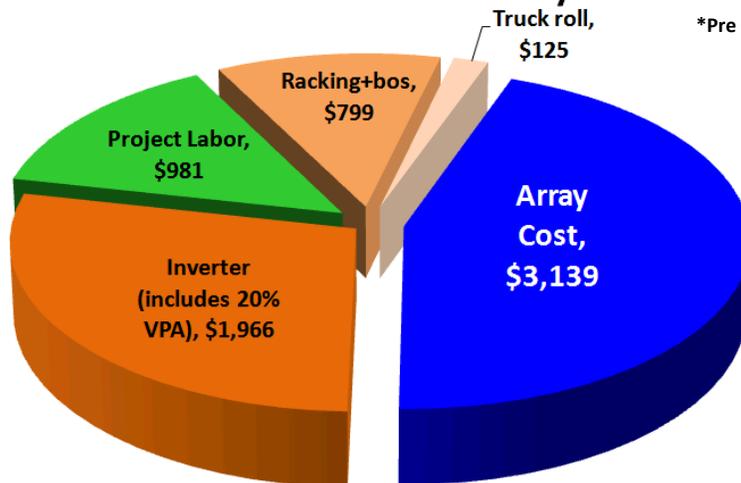
Solar Panels – 8 components



Installation Components



Pre-tax Installed System Cost \$7,010*



*Pre 46% discount from ITC, MARCS

System: 16 panel, 5,400 kWh ac per year with SAS plasma arc suppression and FRSS safety disconnect features

APPENDIX D – MILESTONES

(✓ Completed, ▲ In-process, ○ Open)

- ▲ 2011 **Concept:** Define Inventor Nationalism principles, Synthetic Solar Panel concept, SSP architecture, SSP specification definition including hot spot and arc suppression, **define design rules including use of failure mode effects analysis (FMEA is an aerospace design for quality methodology) to the level of zero single point to catastrophic failure (no single point of failure may damage anything outside of the product)**, Select team.
Initial Development: Develop FOZHS equations, FOZHS mathematics verification, simulation modeling, generation 1 preliminary design, patent application submitted, certification plan, draft product manual, **review design and testability meetings with ETL (UL)**, build and characterize test panels, back annotate models, detailed solar simulations, develop mathematics for zero current switching/model predictive control (ZCS/MPC high efficiency digital control),
Build and verify subsystems of **GEN 1 electronics:** Controller software architecture, design initial LGP financial model, integrated software/hardware simulations, FMEA, Initial software coding, Initial field testing, **recreate/document UL1703 hot spot identification test.**
- ▲ 2012 **GEN1** integrated electronics: Specifications, architecture, develop equations, develop model, simulate, develop circuit design, FMEA, develop circuit board, build prototypes, bring up prototypes, verify prototypes, field test. **Integrate operational plan and financial plan into single financial model.** Design and **prototype GEN 1 electronics enclosure.**
Additional discussions with VDE and Fraunhofer lead to “UL1703 pre-aged” composite testing procedure (build panels with pre-stressed cells prior to UL1703 certification).
Collect input from solar panel manufacturers and evaluate retrofit device.
Settle on Non Profit local manufacturing model. Begin cost simplification/cost reduction of electronics. Begin vacuum form design.
Rewrite financial model to focus on tax revenue return.
- ✓ 2013 **GEN2** integrated electronics: Specifications, architect, develop equations, develop model, simulate, **develop circuit design, FMEA, develop circuit board, build prototypes, bring up prototypes, verify prototypes, field test.** Design and prototype GEN 2 (vacuum formed) electronics enclosure. Continue to collect input from community organizations, city staff, and city political.
- ✓ 2014 **GEN3** integrated electronic design for production (polish cost, simplification, shrink): Specifications, architect, develop equations, develop model, simulate, **develop circuit design, FMEA, develop circuit board, and hold formal UL design review.**
Choose Launch City – Claremont.
- ✓ Nov 2014 – July 2015 **Patent Issued,** Develop demonstrations and additional documentation. **Do un-encapsulated solar cell, voltage, current and temperature verification to recreate panel level thermal verification done in 2011.** Peer review physics/math and field installation/maintenance. Refine Bus Model and Demographics for: **Maximum local/state economic Stimulus AND economic/environmental Justice**
Patent, Experimental Results and White Papers: <http://idealpv.com/patents.html>
- ✓ **Oct 2015 – Nov 2015**
Modify existing plan for **GEN3 prototype phase:** idealPV system and control system for 2 months of outdoor testing and ETL (UL)/CEC pre-test reports. Design racking, testing protocols, monitoring/reporting protocols.
- ✓ **July 2015 – Dec 2015**
Develop local Claremont Board of Advisors representing: City, Accounting, Physics, Electronics, Manufacturing, Training, Finance, Economics, Community Foundation, Chamber of Commerce
- **Jan - June, 2016**
1st Round fundraising - \$300,000 to complete licensing and GEN3 outdoor prototyping and testing
- **June 2016 – July 2016**
Construct and verify Prototype and control arrays
- **July 2016 – August 2016**
Complete Prototype testing and reporting
- **June 2016 – August 2016**
2nd Round fundraising - \$800,000 to launch 5,000 sq. ft. manufacturing facility
- **August 2016 – Dec 2016**
Launch Manufacturing Facility,
Begin regional ROP/Workforce dev training for both factory and installations

CLAREMONT LOCALLY GROWN POWER EXECUTIVE SUMMARY OF BENEFITS – PHASE 1

We are currently in the process of raising \$300,000 to build and test the mobile demonstration GEN3 Prototype array, and \$800,000 to open the manufacturing facility, and certify the first production panels. We expect to complete both steps in about 8 months.

OUR GOALS

CARBON MITIGATION: 26,658 Metric Tons/yr @ 1,000 MT/yr/\$M or 2.3 lbs/yr/\$
JOB CREATION: 557 Peak jobs created @ 12 Job-Years per \$M
ECONOMIC STIMULUS: 12% growth in local economy / 2:1 return to State
ECONOMIC JUSTICE: Low income households, renters, CalEnviroScreen

METHODS

SOLAR ON ALL MUNICIPAL BUILDINGS TO NET ZERO
 SOLAR ON 6,000 LMI HOUSEHOLDS FOR 70% REDUCTION
 RETROFIT 800 LMI HOUSEHOLDS FOR 30% REDUCTION
 EXPLOIT NEW TECHNOLOGY, PREPARE FOR REPLICATION TO OTHER CITIES

ECONOMY 12% Local Growth, 557 Jobs, 2:1 return to the State

ECONOMIC JUSTICE

LMI Households, renters, and CalEnviroScreen 2.0 (91-95%) served first
 Largest economic benefit to local economy is new DPI (savings) to LMI households
 DPI created per year..... \$6,500,000 per year

CITY REVENUES

Net increase in City Budget position per yr (+ST+PT-UT+ Savings)..... \$905,555 per year
 Net increase in total local economic activity 12% per year
 Increase in local Property Values \$151,000,000

STATE REVENUES

State Loan to CLGP is revenue neutral from day one and paid back in 5 years
 Revenue to State through taxes on DPI by year 2021 (5 years) \$5,400,000 per year
 Revenue to State through taxes on DPI by year 2027 (10 years) \$7,100,000 per year
 Revenue to State will continue to grow for 25 years post C&T program 25+ years
 Ratio of Loan Output to Revenue Input 2:1 after 10 years

JOBS

Direct Manufacturing Jobs for 2.5 years 33
 Direct Construction Jobs for 2.5 years 123
 Indirect Jobs for 2.5 years 401
 Total Direct and Indirect Jobs for 2.5 years 557
 On-going indirect, permanent retail jobs for 25+ years 124
 Jobs per \$M spent 12 Job-Years per \$M
 Permanent jobs are created and initial grants are offset by increased state revenues.

CARBON MITIGATION 26,700 Metric Tons per Year

CITY: 2,600 Metric Tons per Year
 RESIDENCES FROM SOLAR 22,300 Metric Tons per Year
 RESIDENCES FROM RETROFITS 1,800 Metric Tons per year

QUALITY OF LIFE

ENERGY AS AN AMENITY (LIKE THE ROADS, TREES AND EDUCATION) FOR ALL IN CLAREMONT

Energy independence - free from price escalation

Real Estate more affordable because of energy efficiency (more quality for same money)

Homes upgraded are more comfortable, durable, healthier and safer

Homes now better able to protect residents from increased heat predicted for Inland Empire

LMI households in CalEnviroScreen areas now better protected from myriad negative environmental shocks

TECHNOLOGY

Efficiency, low cost, simplicity, reliability and safety

“We have examined: [idealPV Proof for Forward Only Zero Hot Spot \(FOZHS\)](#) ([US Patent 8,952,672](#))

- 1. There is no doubt that the statements made in the proof are correct.**
- 2. The many potential ramifications of this proof and patent are indeed compelling and warrant testing and verification in a prototype phase.”**

Richard G. Olson, Ph.D., Professor of History of Science Emeritus, Harvey Mudd College

Richard Haskell, Ph.D., Biomedical optics, Biophysics, Laser physics, Physics, Quantum optics, Harvey Mudd College

No Hot Spots: Longer production lifetime by reducing materials aging, mechanical stress and heat cycling.

Only cell efficiency matters: Reduces cost by eliminating the reverse bias requirements of conventional panels.

Reduces internal wiring and other losses: Improves efficiency, relaxes costs on internal wiring and connections.

Extinguishes DC Plasma Arc (SAS): Reduces risk of igniting and spreading fire.

Turns off when disconnected (FRSS): Reduces risk of high voltage shock to fire, repair & installation personnel.

Vmp and Voc fixed over temperature: Improves ac power yield, reduces electrical stress, Simplifies site planning.

Peak power over a dynamic range of voltages: Dirt or shadows that affect one module do not impair any other.

Install array from the top down with bottom jbox: Installers work with gravity facing up roof for higher productivity.

Mount multiple headings and angles in the same string: Installation plan can maximize TOU revenues.

MPP matches any power idealPV or any other 60-cell module: Allows for future replacement and upgrades.

Shadow and dirt effect minimized by 80/20 horizontal substrings: Maximizes usable roof by tolerating vents.

Non-contact health signal: A handheld wand can detect panel health making system diagnosis simple.

CLGP is sustainable energy and economics

CHERP and CLGP information

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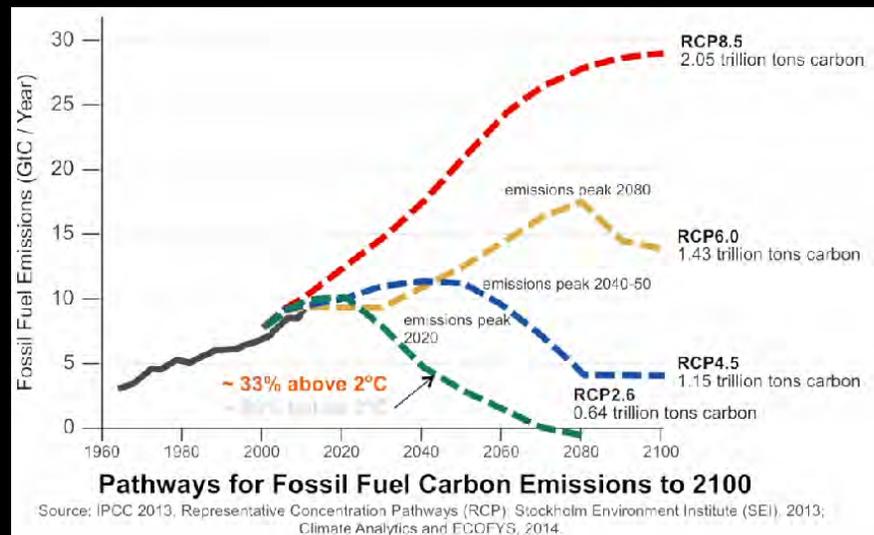
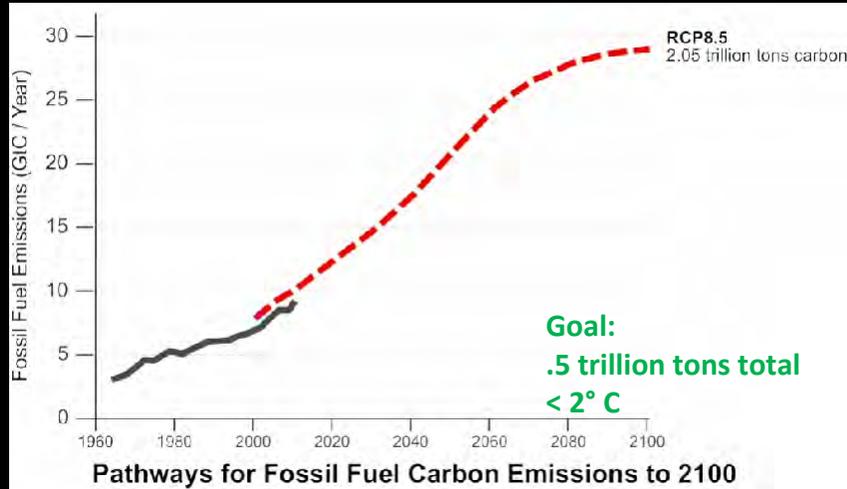
Claremont Locally Grown Power

Presented by:
Devon Hartman, Executive Director
Community Home Energy Retrofit Project – CHERP

November 3, 2016



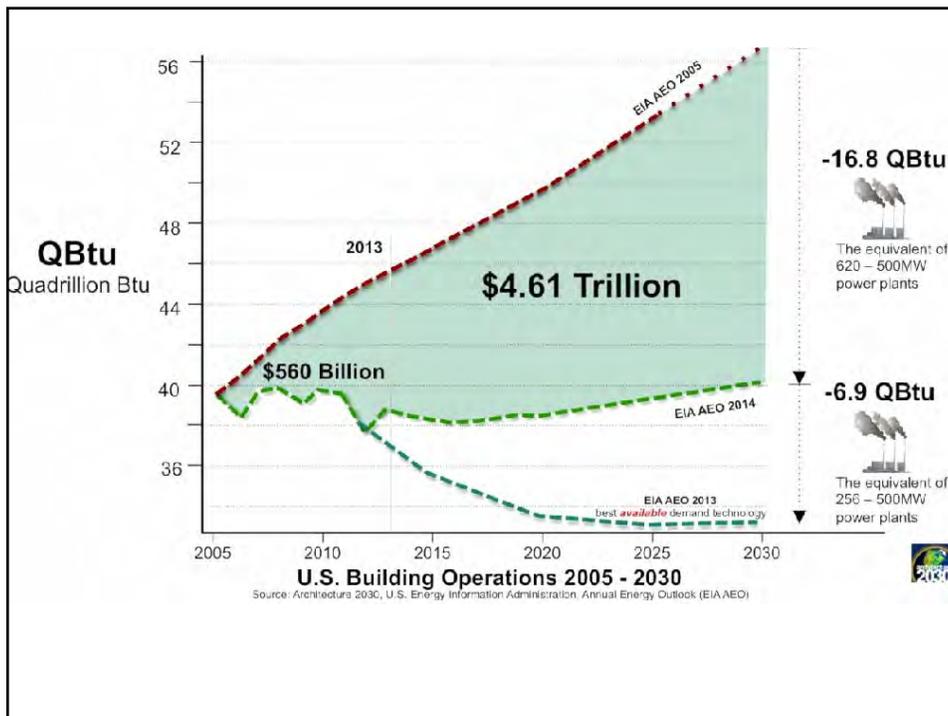
Business As Usual



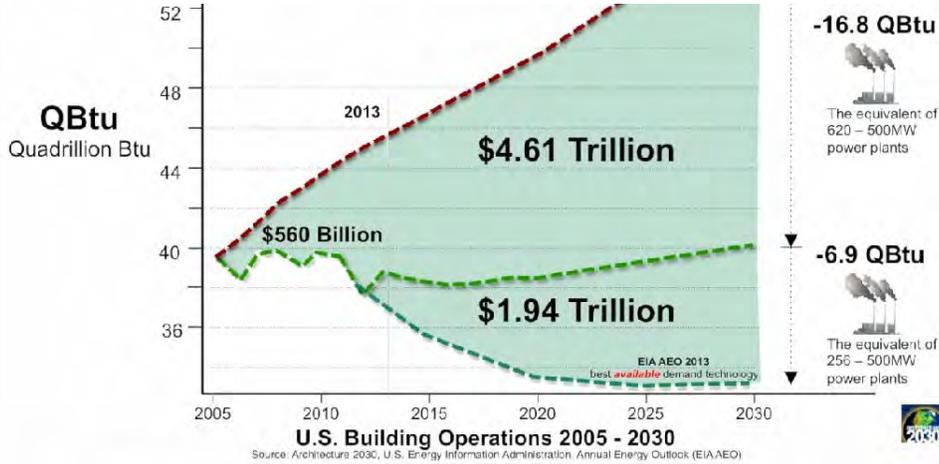
THE TYRANY OF "OR"

IT'S THE ENVIRONMENT & ECONOMY STUPID!

THE POWER OF "AND"



Global energy-related emissions of carbon dioxide stalled in 2014
 IEA data: **Emissions decoupling from economic growth for the first time in 40 years**



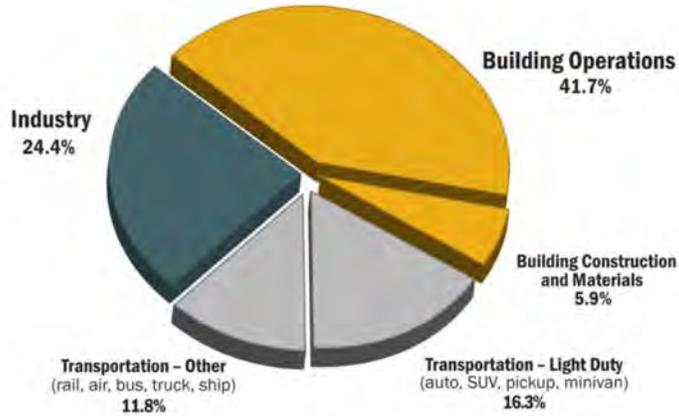
1. < \$ Community/State → Max GHG MT per \$1M expended
2. Economically Sustainable (RE/RE) for Exponential Scalability
 Dependent to Decoupled to Inverted
3. Environmental Justice for inclusion of all citizens
 Well meaning afterthought to Critical Component

CEC Workshop 8/12/16, Barriers to Low-Income and Disadvantaged Communities.

“We understand that we are not operating under the same requirements of cost effectiveness, and so this program is more expensive.”

“There is a danger in expecting these programs to be cost effective! We need to clarify (include) total benefits (i.e. health, comfort, resilience, EE, water, etc.). These programs should not be constrained by cost effectiveness.”

Where is our energy going?



U.S. Energy Consumption by Sector

Source: ©2013 2030, Inc. / Architecture 2030. All Rights Reserved.
 Data Source: U.S. Energy Information Administration (2012).

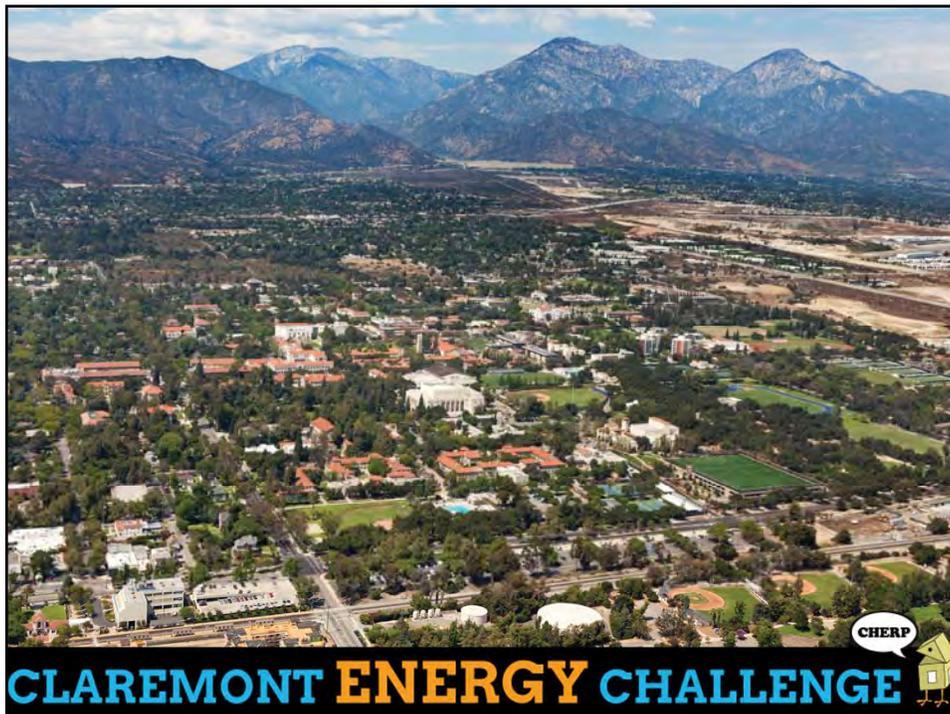
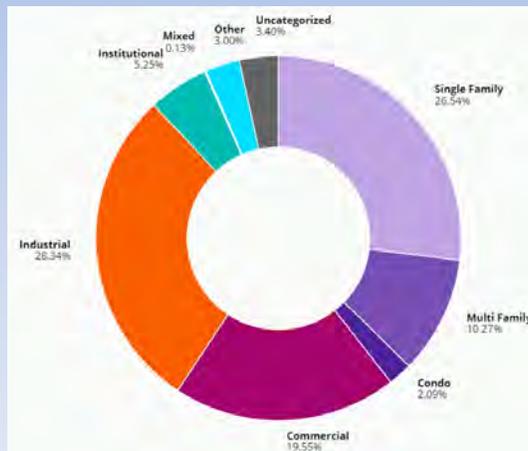
LA Energy Atlas

LA County GHG Emissions by Sector

Sector	Emissions (MT CO ₂ e)	Percent of Inventory
Building Energy	38,900,762	39.2%
On-Road Transportation	33,226,317	33.5%
Stationary Sources	19,516,169	19.7%
Solid Waste	4,327,123	4.4%
Water Conveyance	1,117,283	1.1%
Ports	1,059,131	1.1%
Off-Road Transportation	515,044	0.5%
Wastewater Treatment	443,832	0.4%
Agriculture	26,105	0.03%
Los Angeles World Airport	2,760	0.0%
Total	99,134,526	

In Los Angeles County residential buildings consume more energy than any other type and constitute the majority of all buildings in the County.

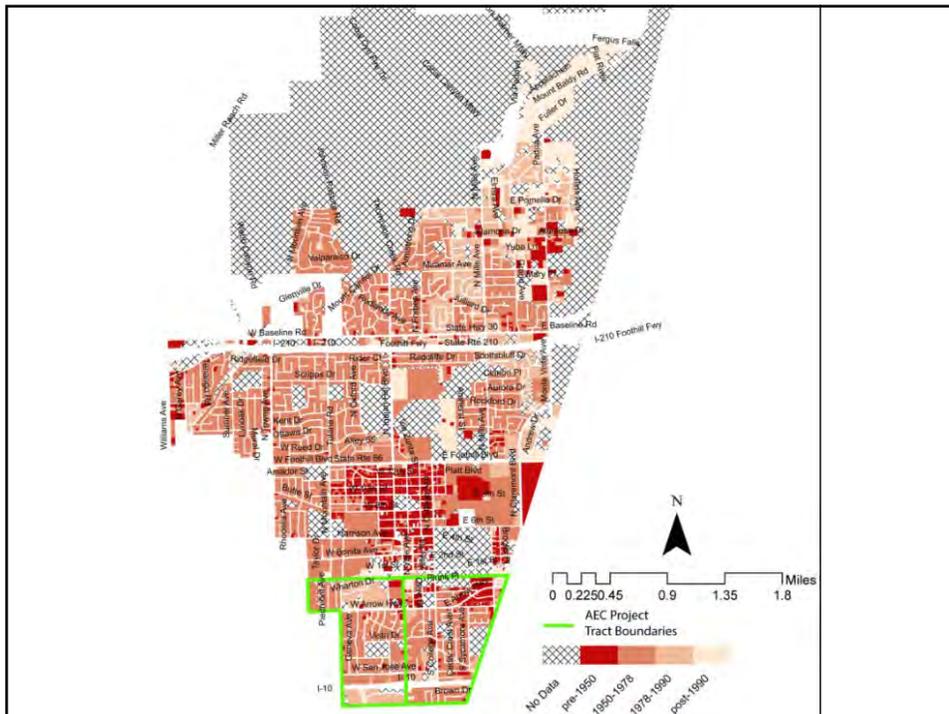
LA Energy Atlas

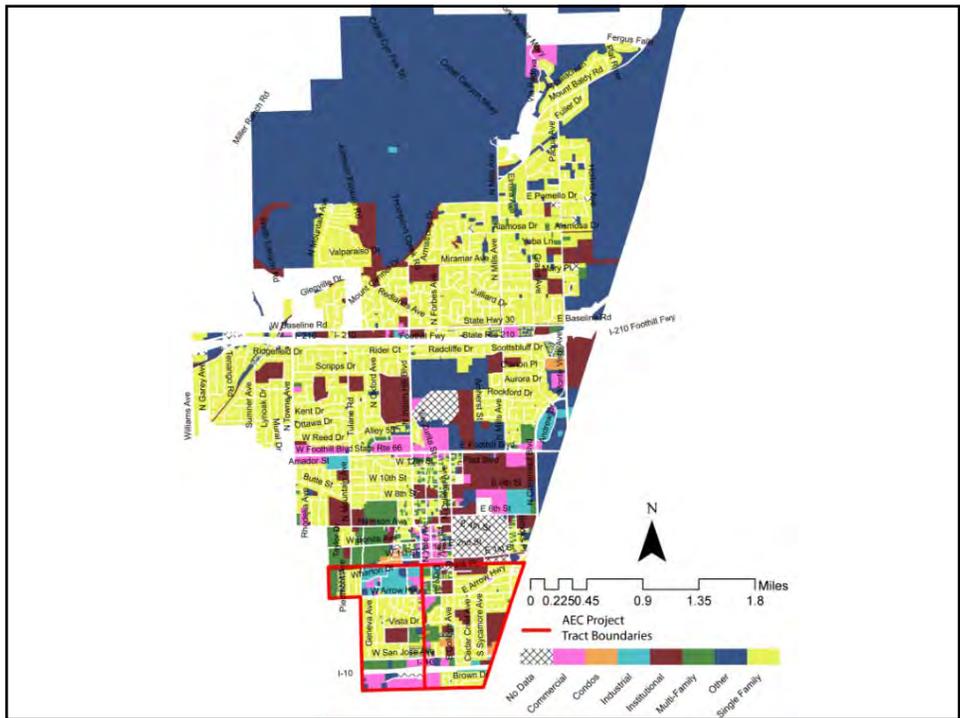
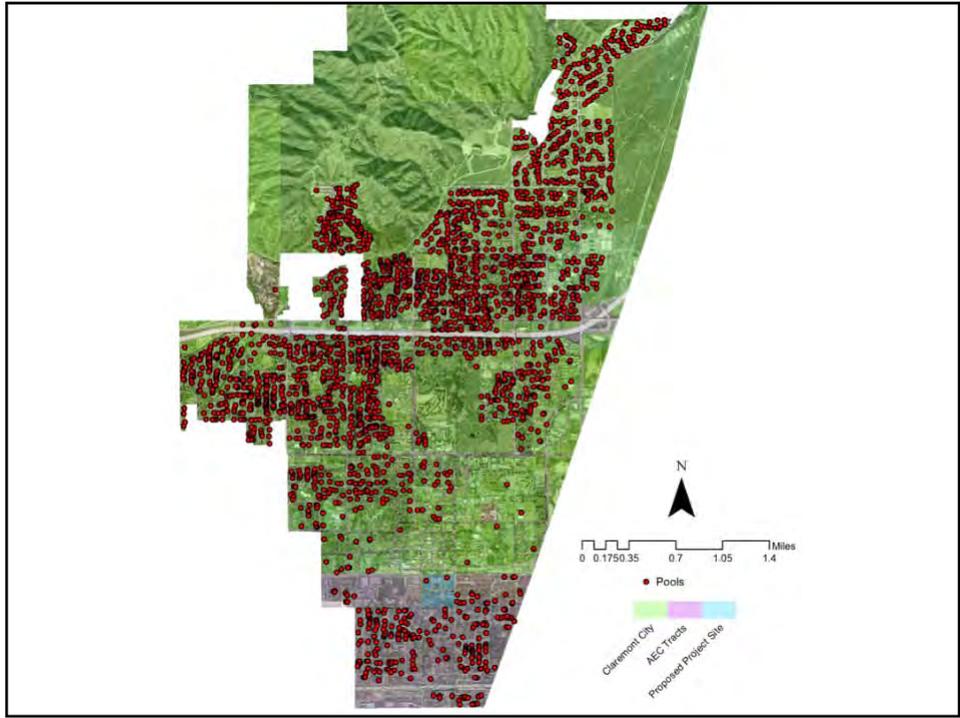


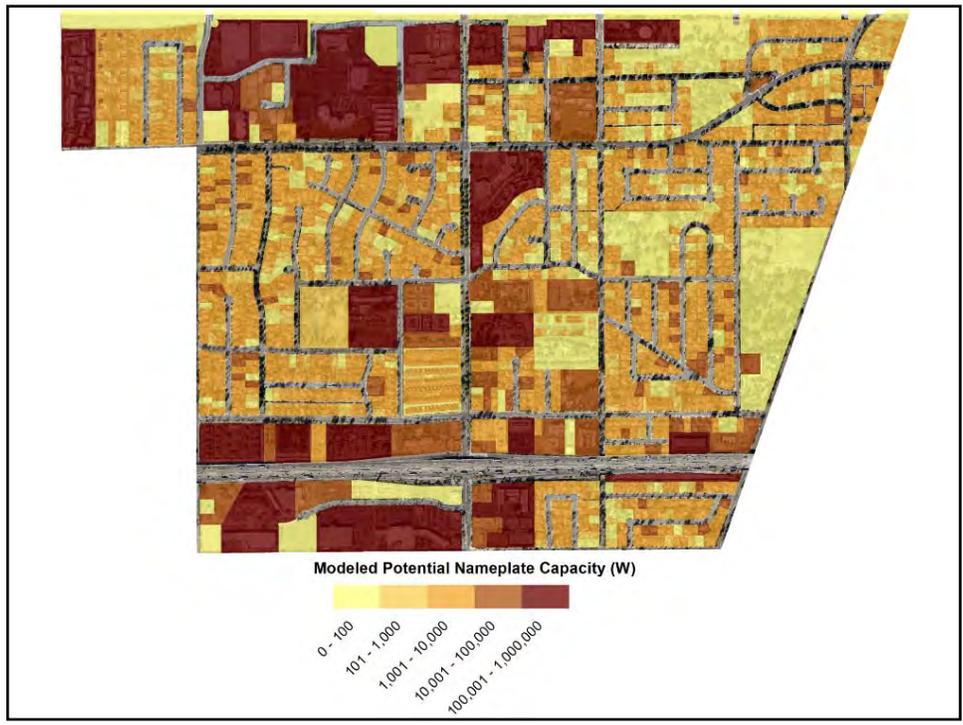
The EPIC Challenge: Creating an Advanced Energy Community in South Claremont

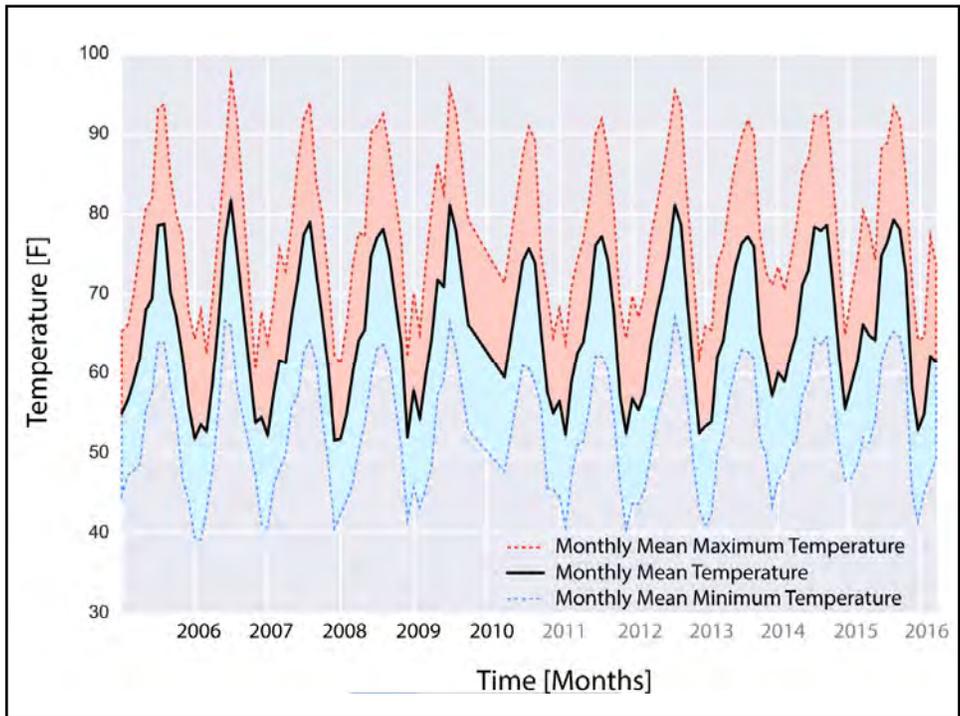
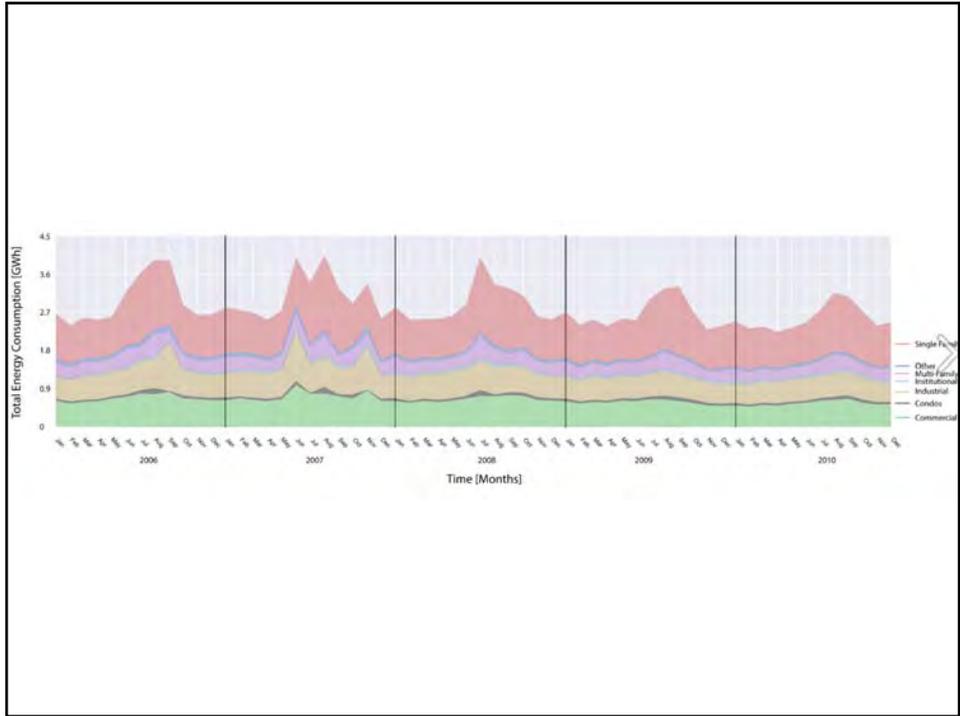


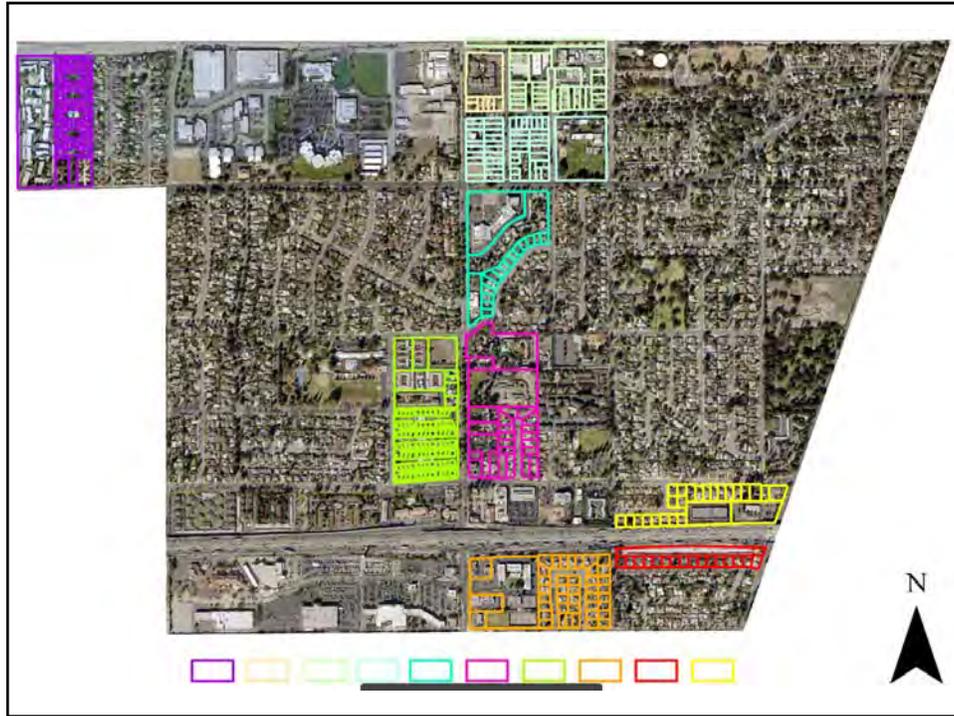
California Center for Sustainable Communities at UCLA











The City of Claremont, CHERP & Sustainable Claremont present:

CLAREMONT ENERGY CHALLENGE



CLAREMONT LOCALLY GROWN POWER

A CHERP INITIATIVE



Sustainable Energy and Sustainable Economics

1. New Business Model
2. New Technology

Claremont's Solar Market

- Existing solar business model: Solar purchase for personal ROI
 - Credit worthy property owners...
 - Who are also rate payers...
 - And who intend to hold their property long enough to get a return on their investment
- CLGP model: Solar amenity: Stimulate spending in the retail economy
 - Claremont household median income and below.

Claremont median California median for net metering



History of Key Inventions

- 1905, Law of Photo the Electric Effect
 - Einstein explains why photons convert to electrons
- 1941, The Silicon Solar Cell
 - Missed reverse bias signal – so close!
- For the next 70 years
 - Extreme heat driven into solar cells?
 - Brute force \$\$: Purity, Bypass, Materials
- 2011, Idealized Solar Panel
 - Recognize the reverse bias signal
 - The end of reverse bias and hot spots
 - Radical simplification

The Solar Punch List:

- ~~Shadows destructive~~
- ~~Custom interconnect~~
- ~~Cells/Panels must match~~
- ~~Impurities destructive~~
- ~~Cracks destructive~~
- ~~Opens destructive~~
- ~~Max Voltage thermal~~
- ~~Max current flux~~
- ~~High temperature~~
- ~~Catastrophic plasma arc~~
- ~~Cannot turn off~~
- ~~Cannot interoperate~~
- ~~Silver Contacts/Wire~~
- ~~Expensive RB Specs~~
- ~~Wafer Scale~~

7-28

The City of Claremont, CHERP & Sustainable Claremont present:

CLAREMONT ENERGY CHALLENGE



CLAREMONT LOCALLY GROWN POWER

A CHERP INITIATIVE

Sustainable Energy and Sustainable Economics

1. New Business Model
2. New Technology



CLAREMONT LOCALLY GROWN POWER

A CHERP INITIATIVE



Sustainable Energy and Sustainable Economics

1. New Business Model

~~Retail Only, Investor Model~~

Retail + local production +
local employment + non
profit + LMI households

$\frac{\text{Revenue Expansion}}{\text{Revenue Expended}} = \geq 1:1$

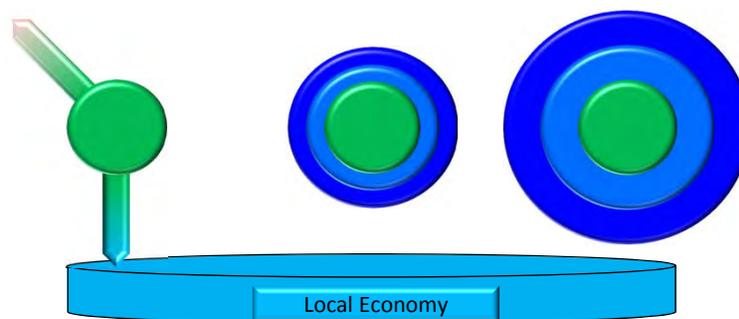
2. New Technology

~~Reverse Bias Hot Spots~~

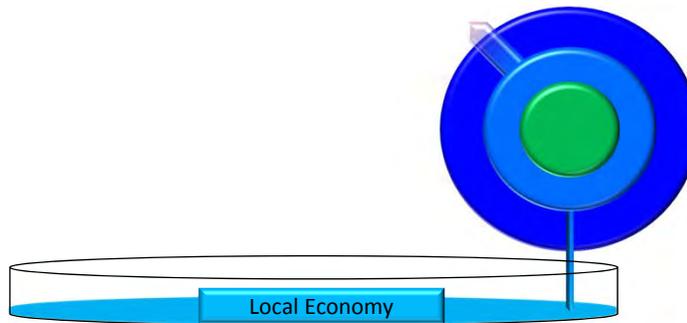
Recycled solar cells,
simplify all materials and
engineering for non
excessive heat

FOZHS

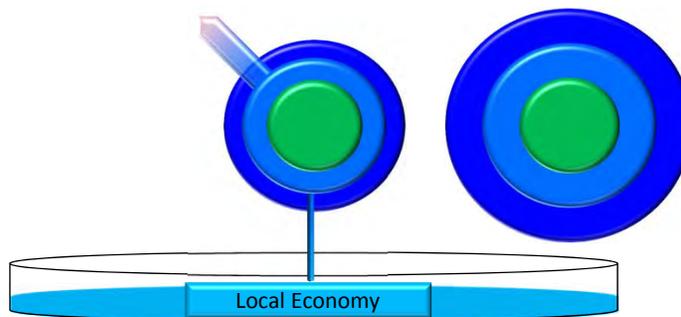
LMI, DPI → Retail Economy



High Income

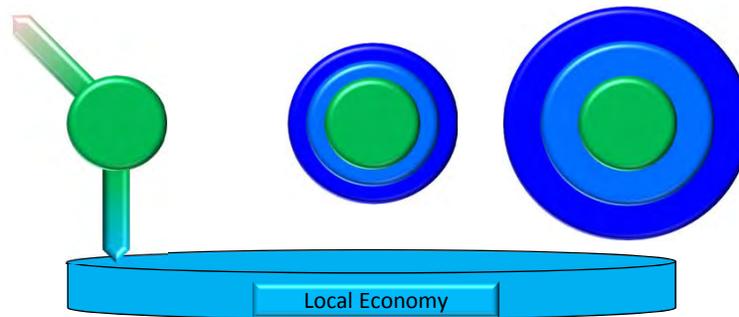


Moderate Income



LMI, DPI → Retail Economy

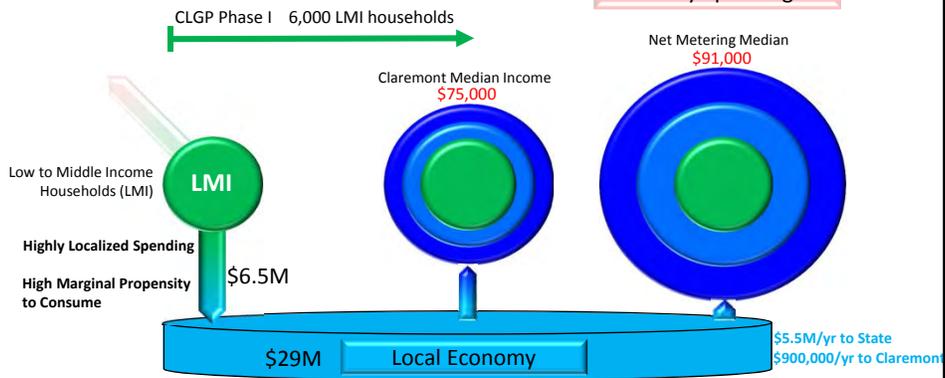
Essential Spending
Discretionary Spending
Savings & Investment
Utility Spending



CLGP → Lift all boats

Local retail economy grows
 Revenue grows to local businesses
 Tax revenue grows to all levels of government

Essential Spending
Discretionary Spending
Savings & Investment
Utility Spending



•CLGP will inject \$6,500,000 per year into Claremont's local economy
 •(6,000 households x \$1,008 = \$6,048,000)+(800 households x \$588 = \$470,000) = \$6,518,000

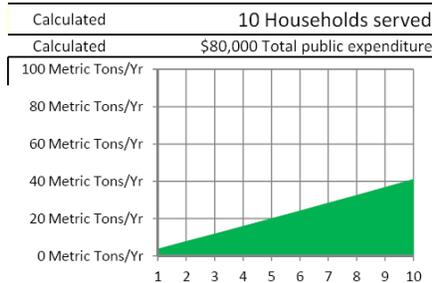
Sustainable Economic Cycle for Sustainable Energy



Description

- Revenue Expansion over Revenue Expended (ReRe) is a measure of economic sustainability.
- The basic method is to divide revenue expansion by the tax revenue expended to create the expansion.
- A program is fiscally sustainable if the program results in more tax revenues (from retail spending of utility savings) than the tax revenue expended to fund the program.

GHG Mitigation Results



- After 10 years of funding at the rate of one household per year plus any new tax revenues generated, we have served 10 households.

Example Conclusions

8	If the Re / Re score is greater than one, a revenue surplus is produced and the economics are sustainable. The larger the number, the faster the program can expand.	Calculated	
9	If the Re / Re score is less than one, a revenue deficit is produced.	Calculated	at risk

- This program will need new tax expenditures each year.
- The program will need new taxing or allocation from other priorities each year.
- The program can only expand as much as additional tax expenditures may be allocated to it.

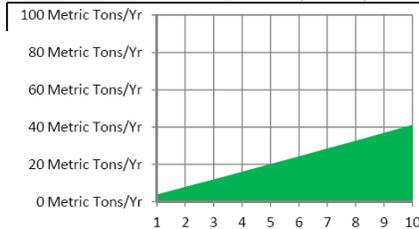
Results

5	Use an economic Regional Input / output Modeling System (RIMS) to determine the jobs and economic multipliers.	Enter Multiplier Here →	4.5 Times
6	Determine the total tax revenue expansion caused by the direct/indirect economic expansion (net of multipliers and leakage). Multiply line 1 (avoided expense) x line 4 (retail net of leakage) x line 5 (multiplier) x A1 (years) x A2 (tax rate)	Calculated	\$7,424 per Household
7	Divide the revenue expansion (over a scoring period) by the revenue expended (one time). Divide line 6 by A4.	Calculated	1.9 :1 ReRe
8	If the Re / Re score is greater than one, a revenue surplus is produced and the economics are sustainable. The larger the number, the faster the program can expand.	Calculated	Sustainable
9	If the Re / Re score is less than one, a revenue deficit is produced.	Calculated	Surplus

Results

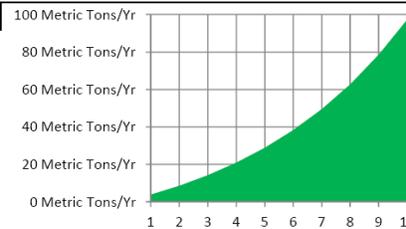
Standard Solar Model

Calculated	10 Households served
Calculated	\$80,000 Total public expenditure



Claremont Locally Grown Power

Calculated	24 Households served
Calculated	\$39,554 Total public expenditure



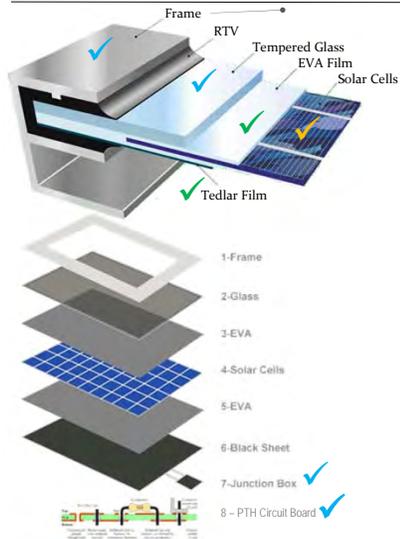
- 2X + the mitigation
- 2x + the households served
- Less than ½ the public expense
- No financing / debt drain on households



CLGP components:

- ✓ Proudly made in LA County USA
- ✓ Made in California
- ✓ Made in USA

Solar Panels – 8 components



Installation Components



THANKS!

- For the technology
 - Kent Kernahan <k@idealp.com>
- For Claremont Locally Grown Power (CHERP)
 - Devon Hartman <devon@hartmanenergystrategies.com>
- Further reading
 - idealPV.com and FirstResponderSafeSolar.org

CCLGP 150127

45

CLAREMONT LOCALLY GROWN POWER

A CHERP INITIATIVE

GOALS

CARBON MITIGATION:	26,658 Metric Tons/yr @ 1,000 MT/yr/\$M or 2.3 lbs/yr/\$
JOB CREATION:	557 Peak jobs created @ 12 Job-Years per \$M
ECONOMIC STIMULUS:	12% growth in local economy / 2:1 return to State
ECONOMIC JUSTICE:	Low income households, renters, CalEnviroScreen



PHASE I - Claremont

- Build and test GEN3 Prototype solar array.
- Establish a local solar manufacturing facility.
- Use non-profit model to keep all profits local.
- Install 6,000 5,400 kWh/yr systems (50% of homes) for a price of ± \$800 per home.
- Retrofit 800 homes for a price of ± \$500.
- Maximize multiplier on \$6,500,000 DPI by installing lowest-income households and renters first.
- Produce 38.76 ac GWh/yr (35% of residential demand).
- Mitigate more than 26,600 Metric Tons/year Carbon.
- Create 557 total jobs, 124 are indirect sustained.
- Expand local retail economy by 12%.
- Increase property values by \$175,000,000
- Increase local resiliency and quality of life.

PHASE II

- Install PV on remaining homes and businesses.
- Replicate and scale to other cities.

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DATE: November 3, 2016

TO: Regional Council (RC)
Community, Economic and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
Executive/Administration Committee (EAC)
Transportation Committee (TC)

FROM: Jason Greenspan, Manager of Sustainability, greenspan@scag.ca.gov, (213) 236-1859

SUBJECT: Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program and Award Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:
On October 11, 2015, the Strategic Growth Council (SGC) finalized awards for the 2015-2016 Affordable Housing & Sustainable Communities (AHSC) Program. Per SGC staff's recommendation released on September 30, 2016, seven (7) projects in the SCAG region were awarded for Round Two, totaling \$76,601,014 million. This amount represents a 53% success rate of full applications submitted from the SCAG region, after SCAG sent a letter strongly urging the Strategic Growth Council (SGC) to fully fund all the sixteen (16) AHSC grant applications in the SCAG region. As shown in the attached SCAG comment letter to SGC, dated October 10, 2016, SCAG continues to express disappointment with the inequitable allocation of AHSC funding recommendation considering SCAG region's size, overall air quality, and sheer number of disadvantaged communities and affected population. However, SCAG will continue to collaborate with the SGC and try to increase SCAG region's number and share of successful projects in the upcoming 2017 round of funding.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies: Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
The AHSC Program is a statewide competitive program to provide grants and loans for affordable housing, infill and compact transit-oriented development, and infrastructure connecting these projects to transit. This program is intended to further the regulatory purposes of AB 32 and SB 375 by investing ongoing Greenhouse Gas Reduction Fund (GGRF) appropriations in projects that achieve GHG and vehicle miles travelled (VMT) reductions and increase accessibility of housing and key destinations. The Strategic Growth Council and Department of Housing and Community Development (HCD) administer

REPORT

the program, including project evaluation and the approval of funding awards. For the 2015-2016 fiscal year, SGC and the California Department of Housing and Community Development (HCD) announced that \$320 million of funding would be available for the AHSC program Statewide. This amount was reduced to \$289 million due to decreased Cap-and-Trade auction revenues.

2015-2016 AHSC Awards

Per SGC staff's recommendation released on September 30, 2015, 7 projects in the SCAG region are to be awarded funding for Round Two, totaling \$76,601,014 million, out of a total of 25 projects awarded statewide, totaling \$289,439,831. Of the funding awarded to projects in the SCAG region, 100% will provide benefits to Disadvantaged Communities, compared to 85% statewide.

As mentioned at the September 1, 2016 SCAG RC meeting, 16 project applicants from the SCAG region submitted full applications to SGC out of a total of 21 invited applicants. The SCAG region had the highest percentage of successful full applications submitted, receiving 53% of total funds requested. This represents 26.48% of total funding statewide. SCAG submitted an extensive comment letter to SCG regarding both the 7 SCAG region projects as well as the overall AHSC funding process (see attached).

Next Steps

SCAG staff will continue providing resources to cities and potential applicants in anticipation of future AHSC funding opportunities. SCAG's partnership with SGC on the 2016-17 Technical Assistance Pilot has availed the region to nearly \$200 thousand in State resources to build capacity for competitive projects in future rounds.

SCAG Staff will engage with the guideline update process to ensure revisions are made that help to encourage the development of strong applications from applicants in all of the counties in the SCAG region. Some key issues that should be addressed during the upcoming guideline revision process include (but are not limited to):

1. Improve the methodology for quantifying the benefits associated with existing and proposed active transportation infrastructure.
2. Support and incentivize the construction of senior affordable housing units to address the needs of an aging population with limited income.
3. Continue to support projects within and benefitting Disadvantaged Communities, and provide targeted pre-development project assistance to regional partners.

FISCAL IMPACT:

Work associated with this item is included in the current FY2016/17 Overall Work Program, 17-150.04094.02, Greenhouse Gas Reduction Fund Technical Assistance.

ATTACHMENTS:

1. SGC AHSC Staff Report
2. SGC Full Application Scores
3. SGC Appendix B: Summary of AHSC 2015-16 Award Recommendations
4. SCAG Comment Letter to SGC, dated October 10, 2016

ACTION

October 11, 2016

Subject: Affordable Housing and Sustainable Communities Program: 2016 Recommended Awards

Reporting Period: August – October 2016

Staff Lead: AHSC Program Staff

Recommended Action:

Approve staff recommendation of awarding \$289,439,831 in cap-and-trade funding for the 2015-16 Affordable Housing and Sustainable Communities Program to 25 projects supporting greenhouse gas (GHG) emissions reductions and related co-benefits.

Summary:

The Affordable Housing and Sustainable Communities (AHSC) Program provides grants and loans for capital development projects, including affordable housing development and transportation improvements that encourage walking, bicycling, and transit use resulting in fewer passenger vehicle miles travelled (VMT). Reduction of VMT in these projects will achieve GHG reductions and benefit Disadvantaged Communities. In FY 2015-16, \$289,439,831 is available to fund such projects. This staff report provides an overview of the AHSC Program, application process for the 2015-16 funding round, and summary of applications recommended for award.

Background:

The AHSC Program provides competitive grants and loans to projects that will achieve GHG reductions and benefit disadvantaged communities through the development of affordable housing and related infrastructure, and active transportation and transit improvements located near, connecting to, or including transit stations or stops. The AHSC program encourages partnerships between local municipalities, transit agencies and housing developers in order to achieve integration of affordable housing and transportation projects.

Per statute, a minimum of 50 percent of the total AHSC program dollars are dedicated to affordable housing, and 50 percent of AHSC funding must also be invested to benefit Disadvantaged Communities, as identified by the CalEnviroScreen 2.0 tool. These set-asides are not mutually exclusive.

AHSC Program guidelines for the Fiscal Year 2015-16, adopted by the Strategic Growth Council (SGC) in December 2015, considered three project types as seen in Figure 1 below. AHSC Program guidelines also established programmatic targets for Transit Oriented Development (TOD) projects, Integrated Connectivity Projects (ICP), and Rural Innovation Project Area (RIPA) projects, which advise that at least 35 percent of funds to be invested in each of the TOD and ICP project types, and 10 percent be invested within the RIPA category.

Figure 1
2015-16 Affordable Housing & Sustainable Communities Program
Eligible Project Types

TOD	ICP	RIPA
Transit Oriented Development	Integrated Connectivity Project	Rural Innovation Project Area
Required: <input checked="" type="checkbox"/> High Quality Transit <input checked="" type="checkbox"/> Affordable Housing	Required: <input checked="" type="checkbox"/> Qualifying Transit <input checked="" type="checkbox"/> Sustainable Transportation Infrastructure	Required: <input checked="" type="checkbox"/> Qualifying Transit <input checked="" type="checkbox"/> Sustainable Transportation Infrastructure
Required: At least one additional components from the following: <input type="checkbox"/> Sustainable Transportation Infrastructure <input type="checkbox"/> Transportation Related Amenities <input type="checkbox"/> Programs	Required: At least one additional components from the following: <input type="checkbox"/> Affordable Housing <input type="checkbox"/> Transportation Related Amenities <input type="checkbox"/> Programs	Required: At least one additional components from the following: <input type="checkbox"/> Affordable Housing <input type="checkbox"/> Transportation Related Amenities <input type="checkbox"/> Programs

2016 Funding Round: Application Process:

As the implementing agency for the AHSC, the California Department of Housing and Community Development (HCD) issued a Notice of Funding Availability (NOFA) for this round of funding on January 29, 2016. Applications were considered through a two-phase process: concept proposals and full applications.

Concept Application

The AHSC Program staff received 130 concept proposals requesting over \$1.1 billion for this highly competitive program by the March 16th, 2016 deadline. An AHSC Concept Proposal review team verified the eligibility of the submitted proposals in accordance with AHSC Guidelines, and used the Concept Proposal Filter per 2015-16 AHSC Guidelines to invite 86 concept proposals from 30 counties requesting \$792,774,734 to compete for the \$289,439,831 available in the Full Application phase.

- Full Application invites were given to 80 Concept Proposals whose combined requested AHSC funds and verified Enforceable Funding Commitments (EFCs) were equal or greater than 95 percent of their Total Development Costs (See AHSC Guidelines Section 105(c)(3)).
- In addition, to reflect AHSC’s commitment to geographic diversity and disadvantaged communities, a limited number of applications with a verified EFC Filter below 95 were also invited, including:
 - Four proposals in the Southern California Association of Governments (SCAG) region,
 - One from the Shasta Regional Transportation Agency (SRTA) region, and
 - One from the Butte County Association of Governments (BCAG) Region.

The proposals represent a wide range of VMT reduction strategies and strong collaboration between housing and transportation. The full application invites are set in large urban centers, medium-sized cities, small towns and rural areas across the state. These invitations resulted in full application invites shown in the tables below.

TABLE 1		
Full Application Invites by Statutory Set-Aside		
Statutory Set-Aside	AHSC \$ Requested	# of Full Application Invites
Affordable Housing	\$ 705,677,381	72
Disadvantaged Community	\$ 527,588,821	54

TABLE 2		
Full Application Invites by Project Area Type		
Project Area Types	AHSC \$ Requested	# of Full Application Invites
Transit Oriented Development (TOD)	\$ 264,325,450	24
Integrated Connectivity Project (ICP)	\$ 414,583,357	45
Rural Innovation Project Area (RIPA)	\$ 113,865,927	17

Full Application

Of the invited 86 concept proposals to submit a full application, 74 applications were received by the June 20th 2016 deadline requesting a total of approximately \$691,116,629.

The full application review consisted of four simultaneous review processes of Full Applications: Interagency Policy Review, HCD Readiness and Financial Feasibility Review, ARB (Air Resources Board) GHG Quantification Methodology Review, and optional MPO reviews. Below is a breakdown of each review process:

- Interagency Policy Scoring Review
 - The Interagency Policy Review conducted the majority of the scoring portion of the full application review. Reviewers from various SGC represented agencies and departments formed into teams and were charged with identifying consensus scores for the policy criteria components of each application based on the scoring rubric provided within the application. Team leads then reviewed all scores to ensure consistent application of the scoring criteria. The participating agencies and departments included: HCD, Caltrans, California Natural Resources Agency, Air Resources Board, California Department of Public Health, California Government Operations Agency Ops, California High Speed Rail Authority, California State Transportation Agency, California Environmental Protection Agency, California Business Consumer Services and Housing Agency, and the Governor’s Office of Planning & Research..
- ARB GHG Quantification Methodology (QM) Review
 - ARB reviewed and verified the GHG Quantification Methodology scoring component of each applicant, to ensure appropriate application of the adopted GHG QM tools.
- HCD Feasibility and Readiness Review
 - HCD conducted a thorough review of project feasibility, as well as a confirmation of supporting documentation for threshold criteria related to project readiness (such as developer experience, environmental clearances, site control, etc). This team also reviewed the project leverage and depth and level of affordability scoring criteria.
- Optional MPO Rating and Ranking
 - Several MPOs participated in an optional review in which they provided recommendations to SGC on award priorities from their region as they relate to regional goals. Each participating MPO provided a methodology of how they evaluated the projects in their region.

Applicants received notification of initial scores from HCD prior to final score issuance; this provided an opportunity to clarify information submitted at full application. Final scores were based on the verified score awarded relative to the maximum eligible points for each application. The application score is calculated as a percentage of the application’s maximum eligible points. All final decisions regarding applications were made by the AHSC Staff Working group, which consists of a multi-agency team from SGC, HCD, and ARB, and vetted through SGC Key Staff.

Recommended 2015-16 Awards

Attachment A provides the staff recommendation for the FY 2015-16 AHSC Program awards, with \$289,439,831 available. The recommended list reflects the top projects within each project area type, based on the twelve GHG and policy scoring criteria adopted in the 2015-16 AHSC Guidelines. This year’s 25 recommended projects will approximately reduce an estimated 350,000 metric tons of greenhouse gas emissions. Per 2015-16 AHSC Guidelines (Section 105(d)(3)(C)), funding distribution was targeted by project area type:

- Transit Oriented Development Project Areas: 35% of total funds
- Integrated Connectivity Project Areas: 35% of total funds
- Rural Innovation Project Areas: 10% of total funds

For the remaining 20 percent of funds available, projects were re-ordered as a group, regardless of project area type, and GHG scores were re-binned, as outlined in the 2015-16 AHSC Guidelines Section 105(d)(4)(D). From that re-ordered list, and in consideration of disadvantaged communities as outlined in AHSC Guidelines Section 105(d)(4)(E), staff is recommending funding the highest rated projects from this list that benefit the most disadvantaged communities in the state (top 5% of CalEnviroScreen 2.0). The recommended awards meet all statutory and programmatic set-asides as outlined in Table 3 below.

TABLE 3			
Summary of AHSC Funding Recommended by Statutory Set-Aside			
<i>Note: Affordable Housing and Disadvantaged Community dollars are not mutually exclusive</i>			
	Number of Awards	Total \$	Percent of Total \$
Total Funding Recommended	25	\$289,439,831	100%
Affordable Housing*	25	\$232,036,394	80%
Disadvantaged Community	22	\$246,875,943	85%
Transit Oriented Development (TOD) Project Areas	9	\$120,218,952	41%
Affordable Housing*	9	\$34,007,458	
Disadvantaged Community	9	\$120,218,952	
Integrated Connectivity Project (ICP) Project Areas	12	\$129,736,223	45%
Affordable Housing*	12	\$101,367,704	
Disadvantaged Community	10	\$37,854,475	
Rural Innovation Project Areas (RIPA)	4	\$39,484,656	14%
Affordable Housing*	4	\$36,661,232	
Disadvantaged Community	3	\$28,802,516	

* Includes costs related to Affordable Housing Development and Housing-Related Infrastructure

Affordable Housing

Every project being recommended for an AHSC award will fund affordable housing development and related infrastructure. Approximately 80% of the total funds will go towards affordable housing and related infrastructure, exceeding statutory requirements to fund at least 50 percent of the total AHSC program for affordable housing. When completed, the recommended project areas will provide more than 2,260 units of affordable housing to a range of incomes. 21 of the 25 recommended affordable housing developments are 100 percent affordable projects.

TABLE 4		
Summary of Affordable Housing Units Funded by AHSC		
Recommended AHSC Awards with Affordable Housing	25	awards
Total Affordable Units Funded	2,260	units
Extremely Low Income (Less than 30% Area Median Income)		
Units Funded	1,503	units
Very Low Income (Between 30-50% Area Median Income)		
Units Funded	551	units
Low Income (50-80% Area Median Income)		
Units Funded	157	units

Disadvantaged Communities

85 percent, or more than \$246 million in AHSC funds recommended in this fiscal year will benefit Disadvantaged Communities. This amount well exceeds the statutory requirements of SB 857 to invest at least 50 percent of AHSC funding to benefit Disadvantaged Communities, as identified by the CalEnviroScreen 2.0 tool. The recommended projects reflect critical needs for affordable, compact development in close proximity to transit in our most impacted and disadvantaged communities. \$88.4 million of these AHSC funds will specifically go towards that benefit a disadvantaged community ranked in the top 5% percentile of CalEnviroScreen 2.0.

TABLE 5

Recommended AHSC Funding Providing Benefits to Disadvantaged Communities

	Number of Projects	Total Dollars Requested	Percentage of Total Requested
Total Projects	25	\$289,439,831	
Projects Providing Benefits to Disadvantaged Communities	22	\$246,875,943	85%
Located Within	19	\$214,144,023	73%
CalEnviroscreen 2.0 Score			
96-100	8	\$83,838,365	
91-95	3	\$33,538,094	
86-90	4	\$49,904,711	
81-85	3	\$34,772,140	
76-80	1	\$12,090,713	
Within 1/2 Mile Walkable	2	\$16,675,357	6%
CalEnviroscreen 2.0 Score			
96-100	1	\$4,646,731	
91-95	0	\$0	
86-90	1	\$12,028,626	
81-85	0	\$0	
76-80	0	\$0	
25% of Project Work Hours by Residents of a DAC	1	\$16,056,563	6%
CalEnviroscreen 2.0 Score			
96-100	0	\$0	
91-95	0	\$0	
86-90	1	\$16,056,563	
81-85	0	\$0	
76-80	0	\$0	
Not Providing Benefits to Disadvantaged Communities	3	\$42,563,888	15%

Sustainable Transportation Infrastructure and Transit Improvements

All projects recommended for funding also connect affordable housing and key destinations to transit – including bus, bus rapid transit, light rail, heavy rail, commuter rail, and vanpool services with active transportation modes –predominantly bicycling and walking infrastructure. More than \$55.4 million in AHSC funding, or 20 percent of the total funding available, is being allocated for use on bicycle and pedestrian infrastructure, transit station area improvements, transit service and Intelligent Transportation Systems, and other transportation improvements supporting critical connectivity between housing, key destinations, and transit. All of the projects being recommended for award include some form of transportation related investments.

Of the transportation investments, 87 percent of the investments will be in Sustainable Transportation Infrastructure (STI) rather than Transportation Related Amenities (TRA). This is a big shift in the types of transportation investments occurring through AHSC, which saw a majority of transportation dollars go towards amenities in Round 1. Sustainable Transportation Infrastructure investments are essential in increasing access through walking, biking, and transit, and are the transportation investments that are the most essential to encouraging mode shift. AHSC awards will also fund annual transit passes, other ridership programs, and active transportation education and outreach programs necessary to achieve transportation mode shift. Examples of extensive transportation investments by projects recommended for award include:

- The proposed Redding Downtown Loop and Affordable Housing Project converts portions of Market, Butte and Yuba streets to complete streets and constructs a protected bike lane connecting the historic Diestelhorst Bridge and Sacramento River Trail to Downtown Redding, where the housing development is located.
- The 7th & Witmer project in Los Angeles installs pedestrian lights; repairs and replaces street trees and sidewalks; builds curb extensions to calm traffic; and creates bus zones near its affordable housing development. A Metro Bike Share Station with 18 bicycles along with two years of startup operations and maintenance is another key aspect of the proposal.
- The Kings Canyon Connectivity Project in Southeast Fresno provides improved walking paths, dedicated bike paths and crosswalks, which connect residents to various amenities including retail, social services, education, employment opportunities and planned Bus Rapid Transit services.

Geographic Distribution of Awards

2015-16 AHSC award recommendations reflect a diversity of geographic locations throughout the State, reflecting regional priorities for both affordable housing development and transportation and transit investments. While the MTC region has the highest number and dollar value of awards recommended, at 33.69% of the total funds, the SCAG region has the highest success rate out of the applications competing in the full application process, with 53.46% of their full applications being awarded. Ten of the twelve regions competing within the full application round are being recommended for awards. These numbers are a significant improvement in geographic disbursement statewide in comparison to Round 1 of AHSC funding.

However, the Staff recognizes that many challenges still remain to ensuring a more equitable disbursement of awards statewide. AHSC program staff have been proactive in addressing geographic distribution concerns from Round 2 since the Concept Phase. Beginning in March of this year, SGH has been implementing a statewide outreach strategy focused on the San Joaquin Valley and Southern California. This outreach focuses on the following efforts:

- Informing local jurisdictions about the opportunities AHSC offers,



- Providing proactive consultation and technical assistance to future applicants.

Specific outreach efforts include one-on-one site visits and capacity building workshops in dozens of local jurisdictions throughout the State to help prepare applicants for Round 3. These workshops are adapted according to the nature of the information presented and the stakeholders in attendance, having been carried out in locations including Tulare, Merced, Fresno, Riverside, Imperial, San Bernardino, Orange, and Ventura counties.

As a result of outreach thus far, AHSC Program Staff developed a tracking process for potential AHSC projects, focusing on areas where we have seen less participation and a high concentration of disadvantaged communities. Additionally, AHSC outreach has created a mechanism to build new relationships with stakeholders and potential applicants in communities new to AHSC. ASHC Staff plan to continue tracking projects and working with partners to ensure these projects continue to develop into strong opportunities for AHSC to benefit our state’s most disadvantaged communities.

TABLE 6		
2015-16 AHSC Applications by Region		
Metropolitan Planning Organization	# of Concept Apps Submitted	# of Apps Invited to Full App Round
Metropolitan Transportation Commission	40	28
Southern California Association of Governments	37	21
San Diego Association of Governments	6	6
Sacramento Area Council of Governments	8	6
Fresno Council of Governments	7	4
Kern Council of Governments	6	4
Association of Monterey Bay Area of Governments	4	2
Tulare Council of Governments	4	2
San Joaquin Council of Governments	2	1
Butte County Association of Governments	1	1
Santa Barbara County Association of Governments	1	1
Shasta Regional Transportation Agency	1	1
Stanislaus County of Governments	1	1

Multi-MPO	1	1
Non-MPO	9	7
TOTAL:	130	86

Table 7 Geographic Breakdown of Applications and Awards						
MPO	Full Applications Submitted (Excludes 4 Ineligible Applications)		Full Applications Recommended for Funding			
	Dollars Requested	Applications submitted	Total Awards	Total Dollars	Percentage of Total Funding	% of Requested Dollars Awarded
MTC	\$244,897,668	23	7	\$97,460,507	33.69%	39.80%
SCAG	\$143,295,596	16	7	\$76,601,014	26.48%	53.46%
SACOG	\$30,527,608	5	1	\$11,881,748	4.11%	38.92%
SANDAG	\$51,521,375	5	1	\$12,090,173	4.18%	23.47%
FRESNO	\$21,318,156	2	2	\$21,318,156	7.37%	100.00%
Kern	\$35,195,054	4	1	\$18,637,432	6.44%	52.95%
SJCOG	\$8,941,370	1	1	\$8,941,370	3.09%	100.00%
Tulare	\$10,165,084	2	2	\$10,165,084	3.51%	100.00%
StanCOG	\$7,474,676	1	*1	\$1,661,667	0.57%	22.23%
SHASTA	\$20,000,000	1	1	\$20,000,000	6.91%	100.00%
AMBAG	\$5,497,119	1	0	\$0	0.00%	0.00%
SBCAG	\$8,989,608	1	0	\$0	0.00%	0.00%
Merced	\$0	0	0	\$0	0.00%	0.00%
Madera	\$0	0	0	\$0	0.00%	0.00%
Butte	\$0	0	0	\$0	0.00%	0.00%
Non-MPO	\$24,539,240	5	1	\$10,682,140	3.69%	27.39%
Multi -MPO	\$3,300,000	1	0	\$0	0.00%	0.00%
TOTAL		69	25	\$289,439,831	100.00%	

*The StanCOG application is receiving partial funding, due to the limitation of funds available.

Key Policy Issues for Consideration in Future Funding Rounds

Through the application process, including staff review, applicant consultation, and appeal processes, several issues of concern were identified which shall be considered in future guidelines. Through future updates to the program, the SGC strives to create stronger and more inclusive metrics in order to better quantify and capture the various impacts of a project.

- **GHG Reductions Associated with Senior Housing Projects.** Several projects were affected by how greenhouse gas reductions were considered for senior projects. The AHSC GHG Quantification Methodology applied the residential land use subtype classification of “retirement community” for proposed senior housing projects. The classification determination was made by AHSC staff based on trip generation assumptions that are more closely aligned with senior living than other subtypes. Staff intends to further explore the availability of research into passenger vehicle trip rates for various types of senior housing projects.
- **Lack of Data Availability for Bike Infrastructure Scoring Criteria.** As part of the policy scoring criteria related to location efficiency and bicycle infrastructure, the 2015-16 AHSC Guidelines apply data provided in walkscore.com, a privately developed metric for existing pedestrian and bicycle infrastructure (WalkScore and BikeScore). Many projects did not have a BikeScore for their project. While AHSC staff believes there is a strong correlation between projects that lack a BikeScore and poor bike infrastructure in the area, AHSC staff understands that this may not be true for all projects, and some projects may be adversely impacted due to the lack of an available score. Alternatives to BikeScore to achieve similar location efficiency objectives will be explored in Round 3.
- **Clarity and Streamlining Information Provided through Guidelines and Application Process.** In the second year of the AHSC program, significant progress has been made to enhance the quality and detail of communications prior to application submittal and during the application review process. We hope to continue improving our efforts to provide clear and useful guidance and feedback, which translates across disciplines and documents, in the next round of AHSC Program activities.

Technical Assistance

The Budget Act of 2015 (Chapter 321, Statutes of 2015) appropriated \$500,000 in Greenhouse Gas Reduction Fund monies for a pilot technical assistance program for the Affordable Housing and Sustainable Communities (AHSC) Program. Administered by the Strategic Growth Council, the program aims to maximize GHG reductions for projects located in disadvantaged communities. SGC staff has worked alongside three contracted technical assistance teams to provide direct application assistance to select applicants for the current 2015-2016 AHSC cycle.

For the purposes of the Pilot, SGC-sponsored technical assistance (TA) was available for applicants whose projects were located in disadvantaged communities that were unsuccessful in securing funding during the 2014-2015 funding cycle. TA was available for both Concept and Full Application phases, with the TA Providers also charged with performing capacity-building activities for their respective regions.

Approximately half of the applicants that were eligible to participate in the Pilot submitted Concept Proposals in this Round (30 out of 62), with approximately half of those that applied subsequently invited to submit a Full Application (17 out of 30). Of the 17 that submitted Full Applications, five (5) are

represented in the staff recommendations for funding. This represents 20% of the total AHSC awards for 2015-2016.

SGC has contracted UC Davis researchers to conduct a third-party evaluation of our Pilot TA program, including feedback on program structure, TA recipient experience, TA provider expertise, and success of the program. The evaluation will include recommendations to SGC for future technical assistance opportunities, and can help inform outreach and assistance across a variety of GGRF programs.

Next Steps and Timeline

Updates to Round 3 Guidelines

AHSC Program Staff have been gathering informal and anecdotal feedback throughout the year on potential improvements and changes to the AHSC guidelines, as well as to the AHSC application process. Now with the results of the second round of funds, AHSC Program Staff plans to conduct more formal listening sessions to gather specific feedback on aspects of the AHSC program as part of a thorough effort to make meaningful improvements to the program.

AHSC will be scheduling informal lessons-learned workshops based on AHSC Round 2 experiences in the remaining months of 2016. These sessions will address a variety of aspects of the program, including but not limited to the following specific topics:

- Definitions of “Qualifying Transit” and “High Quality Transit”
- Transportation Readiness Requirements
- Housing Density
- GHG Reduction Quantification Methodology
- Joint and Several Liability Provisions
- Workforce Development
- Anti-Displacement Provisions
- Bike Infrastructure Data as a replacement metric for WalkScore/BikeScore
- Geographic and/or Regional Targets

Following these listening sessions, AHSC Program Staff will revise the AHSC guidelines based on the gathered feedback and release Round 3 draft program guidelines in Winter 2017. Additional workshops will be conducted regarding those revisions and an open comment period will allow stakeholders to submit more suggestions and feedback. AHSC Program Staff anticipates Council approval of revised Year 3 guidelines in the spring of 2017.

AHSC Program Staff anticipates a summer 2017 release of the Round 3 application, which is later than the previous year. This schedule will accommodate several moving pieces:

- Allow for a robust feedback process to make meaningful changes to the AHSC guidelines
- Consider changes to the application process and applicant experience
- Allow for at least three (3) quarterly Cap and Trade auctions to occur in order to have an accurate assessment of available funds for 2016-2017 FY
- Proactive technical assistance and consultation with prospective applicants, with an emphasis on Disadvantaged Communities



Figure 2: Tentative Schedule for AHSC Round 3

<i>Quarterly Cap & Trade Auction</i>	<i>November 2016</i>
Listening Sessions on Lessons Learned in AHSC Round 2	Fall 2016
Release of Round 3 Draft Program Guidelines	Winter 2017
Stakeholder Meetings/Comments on Draft Guidelines	Winter 2017
<i>Quarterly Cap & Trade Auction</i>	<i>February 2017</i>
<i>TCAC Applications Due</i>	<i>Early March 2017</i>
Final Guidelines to Council for Approval	Spring 2017
<i>Quarterly Cap & Trade Auction</i>	<i>May 2017</i>
<i>TCAC Applications Due</i>	<i>Late June 2017</i>
Release of Round 3 Application	Summer 2017

Council Approval

Staff recommends Council approve the staff recommendation, as reflected in Appendix A of this staff report. This recommended list identifies a total of 25 projects, representing \$289,439,831 in GGRF funds, and would reduce approximately 350,000 metric tons. In the case that an awarded project does not satisfy conditions for receiving its award, or an awarded project decides to forego an award, staff will use the same methodology presented in this report to award the next highest ranking project in the respective category (TOD, ICP, RIPA, and most disadvantaged).

ATTACHMENTS:

Appendix A (Tables 1-3)

- FY2015-16 AHSC Funding Recommendations
- AHSC Full Application Submittals Not Recommended for Award
- AHSC Full Application Invites Not Considered for Full Application Scoring

Appendix B: Summary of FY2015-16 AHSC Recommended Projects

Appendix C: Map of FY2015-16 AHSC Recommended Projects

Table 1: Staff Recommendations: AHSC 2015-16 Awards

	PIN	Project	Applicant	Project Location	Project Area Type	DAC Eligibility	DAC %	% of Total AHSC Funds Available	Final % Score	Total AHSC Requested
Transit Oriented Development - 35%	35258	Six Four Nine Lofts	Skid Row Housing Trust	Los Angeles	TOD	Located Within	96-100%	1.8%	94.50%	\$5,315,000
	35213	Lakehouse Connections	East Bay Asian Local Development Corporation	Oakland	TOD	Located Within	81-85%	6.3%	94.00%	\$18,127,203
	35347	Empyrean & Harrison Hotel Housing and Transportation Improvements	Resources for Community Development	Oakland	TOD	Located Within	86-90%	5.8%	92.75%	\$16,807,556
	34781	Rolland Curtis West	Abode Communities	Los Angeles	TOD	Located Within	91-95%	2.0%	90.25%	\$5,668,074
	34767	St. James Station TOD	First Community Housing	San Jose	TOD	Located Within	81-85%	4.5%	90.00%	\$12,889,611
	34708	7th & Witmer	Deep Green Housing & Community Development	Los Angeles	TOD	Located Within	91-95%	5.8%	85.00%	\$16,760,000
	35538	Coliseum Connections	UrbanCore Development, LLC	Oakland	TOD	Located Within	96-100%	5.1%	81.75%	\$14,844,762
	35254	455 Fell	Mercy Housing California	San Francisco	TOD	25% of Project w/ hrs	86-90%	5.5%	79.25%	\$16,056,563
Subtotal TOD Projects										\$106,468,769
Integrated Connectivity Project - 35%	35326	Hunter Street Housing	Visionary Homebuilders of California, Inc.	Stockton	ICP	Located Within	86-90%	3.1%	90.50%	\$8,941,370
	34818	Renascent San Jose	Charities Housing	San Jose	ICP	Located Within	96-100%	5.2%	89.00%	\$14,979,486
	34845	MDC Jordan Downs	The Michaels Development Company I, LP	Los Angeles	ICP	Located Within	96-100%	4.1%	88.00%	\$11,969,111
	34786	Grayson Street Apartments	Satellite Affordable Housing Associates	Berkeley	ICP	Located Within	81-85%	1.3%	87.00%	\$3,755,326
	35241	Santa Ana Arts Collective	Meta Housing Corporation	Santa Ana	ICP	Within an ½ mile	86-90%	4.2%	85.41%	\$12,028,626
	34866	Creekside Affordable Housing	Neighborhood Partners, LLC	Davis	ICP	N/A	N/A	4.1%	84.25%	\$11,881,748
	35198	Cornerstone Place	Domus Development, LLC	El Cajon	ICP	Located Within	76-80%	4.2%	83.50%	\$12,090,713
	34713	Sun Valley Senior Veterans Apts & Sheldon Street Pedestrian Improvement	East LA Community Corporation	Sun Valley	ICP	Located Within	91-95%	3.8%	80.25%	\$11,110,020
	34761	Redding Downtown Loop and Affordable Housing Project	City of Redding	Redding	ICP	N/A	N/A	6.9%	78.25%	\$20,000,000
Subtotal ICP Projects										\$106,756,400
Rural Innovation Project Area - 10%	34874	Coldstream Mixed Use Village - RIPA app	StoneBridge Properties	Truckee	RIPA	N/A	N/A	3.7%	85.50%	\$10,682,140
	35378	Lindsay Village Affordable Housing & Transportation Improvement Project	Self Help Enterprises	Lindsay	RIPA	Located Within	86-90%	1.9%	85.00%	\$5,518,353
	34791	Wasco Farmworker Housing Relocation Project	Wasco Affordable Housing, Inc.	Wasco	RIPA	Located Within	86-90%	6.4%	84.00%	\$18,637,432
Subtotal RIPA Projects										\$34,837,925
Disadvantaged Cmty (96-100%) - 20%	34720	PATH Metro Villas Phase 2	PATH Ventures	Los Angeles	TOD	Located Within	96-100%	4.8%	76.00%	\$13,750,183
	35348	Sierra Village Affordable Housing & Transportation Improvement Project	Self Help Enterprises	Dinuba	RIPA	within an ½ mile	96-100%	1.6%	80.25%	\$4,646,731
	34886	Kings Canyon Connectivity Project - (Kings Canyon)	Cesar Chavez Foundation	Fresno	ICP	Located Within	96-100%	5.4%	77.50%	\$15,579,426
	34771	South Stadium Phase I TOD	City of Fresno	Fresno	ICP	Located Within	96-100%	2.0%	74.00%	\$5,738,730
	35219	Avena Bella (Phase 2)**	EAH Inc.	Turlock	ICP	Located Within	96-100%	2.6%	64.15%	\$1,661,667
Subtotal DAC (96-100%) Projects										\$41,376,737

** Reduced funding award because of availability of funds in this NOFA. Original request was \$7,474,676 (\$6,862,451 in AHD and \$612,225 in STI).

Table 2: Full Application Submittals Not Recommended for Award

	PIN	Project	Applicant	Project Location	Project Area Type	DAC Eligibility	DAC %	Final % Score	Total AHSC Requested
Transit Oriented Development	35465	Yosemite Apartments	Tenderloin Neighborhood Development Corp.	San Francisco	TOD	within an ½ mile	76-80%	76.50%	\$5,092,303
	35445	Go by Bike to The Lofts at Normal Heights	Chelsea Investment Corporation	San Diego	TOD	N/A	N/A	74.75%	\$11,500,000
	34795	Uptown Oakland Housing and Transportation Collaborative/Embarck Apar	Resources for Community Development	Oakland	TOD	Located Within	76-80%	74.00%	\$15,982,964
	35233	Metro @ Western	Meta Housing Corporation	Los Angeles	TOD	Located Within	81-85%	70.25%	\$7,365,144
	35371	St. Paul's Commons & Trinity Ave. Complete Streets	Resources for Community Development	Walnut Creek	TOD	N/A	N/A	69.75%	\$7,679,331
	34775	Lavender Courtyard by Mutual Housing TOD	Mutual Housing California	Sacramento	TOD	within an ½ mile	81-85%	65.75%	\$5,623,287
	35447	Dunleavy Plaza Apartments	Mission Housing Development Corporation	San Francisco	TOD	N/A	N/A	65.25%	\$2,821,572
	34758	Beacon Pointe	Century Affordable Development Inc	Long Beach	TOD	within an ½ mile	86-90%	64.25%	\$17,723,734
	34764	Edwina Benner Plaza	MidPen Housing Corporation	Sunnyvale	TOD	N/A	N/A	62.50%	\$9,606,560
	35461	Horizons at New Rancho	Urban Housing Communities, LLC	Rancho Cordova	TOD	within an ½ mile	76-80%	62.25%	\$5,965,068
35289	Bartlett Hill Manor	LINC Housing Corporation	Los Angeles	TOD	Located Within	91-95%	56.65%	\$4,700,000	
Rural Innovation Project Area	34734	Esparto Phase IIB	Mercy Housing California	Esparto	RIPA	N/A	N/A	76.25%	\$3,941,321
	35206	Arcata Affordable Housing Related Infrastructure/Community Connectivity	Danco Communities	Arcata	RIPA	N/A	N/A	73.25%	\$1,970,800
	35438	Orr Creek Commons	Rural Communities Housing Development Corp	Ukiah	RIPA	N/A	N/A	73.25%	\$14,416,614
	35204	Blue Mountain Terrace	Domus Development, LLC	Winters	RIPA	N/A	N/A	71.75%	\$2,846,184
	35381	Lamont AHSC Project	Housing Authority of the County of Kern	Lamont	RIPA	Located Within	86-90%	64.75%	\$6,164,522
	35452	Crescent City Senior Housing and Community Connectivity Project	Danco Communities	Crescent City	RIPA	N/A	N/A	62.75%	\$2,139,760
	35492	Valley Vista Senior Apartments	Valley Vista LLC	Jamestown	RIPA	N/A	N/A	62.25%	\$8,800,000
	34796	The Village Apartments	Cabrillo Economic Development Corporation	Buellton	RIPA	N/A	N/A	56.25%	\$8,989,608
	35462	Eureka Waterfront Multi-Modal Connectivity Project	City of Eureka	Eureka	RIPA	N/A	N/A	48.78%	\$946,540
	34890	Complete Streets to Transit and Employment: Pedestrian/Bicycle Improve	City of McFarland	McFarland	RIPA	Located Within	91-95%	33.61%	\$1,856,100
Integrated Connectivity Project	35253	Creekvie Terrace	Domus Development, LLC	San Pablo	ICP	within an ½ mile	81-85%	78.00%	\$10,867,494
	35212	Potrero Block X	BRIDGE Housing Corporation	San Francisco	ICP	N/A	N/A	77.25%	\$9,250,000
	34766	Heritage Point Affordable Housing/Retail Development	Community Housing Development Corporation	Richmond	ICP	Located Within	81-85%	76.75%	\$10,204,875
	35327	Veterans Square	Domus Development, LLC	Pittsburg	ICP	Located Within	76-80%	75.75%	\$5,387,619
	34751	The Monterey Senior Housing, Bike, & Pedestrian Improvements Project	Mid-Peninsula The Farm, Inc	Monterey	ICP	N/A	N/A	72.00%	\$5,497,119
	35243	El Dorado II Apartments	C&C Development	San Diego	ICP	N/A	N/A	70.00%	\$15,800,776
	35418	Lincoln Park Apartments	Affirmed Housing Group, Inc.	San Diego	ICP	within an ½ mile	81-85%	67.95%	\$7,009,886
	35420	Villages at Westview Phase II	Housing Authority of the City of San Buenaventura	Ventura	ICP	N/A	N/A	67.00%	\$9,382,434
	34885	South San Francisco Senior Affordable Housing/Connections to Caltrain	City of South San Francisco	South San Franc	ICP	N/A	N/A	65.00%	\$8,875,280
	35299	Alameda Site A Family Apartments	Eden Housing, Inc.	Alameda	ICP	N/A	N/A	63.75%	\$12,870,620
	35380	MetroLink Station Bike/Ped Access Project	San Bernardino Associated Governments	Montclair	ICP	Located Within	96-100%	63.33%	\$6,598,973
	35450	Countryside II Connect	Chelsea Investment Corporation	El Centro	ICP	Located Within	76-80%	62.00%	\$7,041,500
	35554	Treasure Island Intermodal Transit Hub - Phase 1	Treasure Island Community Development (TICD)	San Francisco	ICP	10% of Project work	76-80%	60.28%	\$12,055,858
	35458	Public Market Sustainable Transportation Project	City Center RealtyPartners, L.P.	San Francisco	ICP	N/A	N/A	59.72%	\$15,483,984
	34726	CalVans Vanpool Expansion Project	California Vanpool Authority	Hanford	ICP	Located Within	96-100%	59.48%	\$3,300,000
	34760	Alameda Site A Senior Apartments	Eden Housing, Inc.	Alameda	ICP	N/A	N/A	57.25%	\$10,870,983
	34888	Candlestick Point	Law Office of Patrick R. Sabelhaus	San Francisco	ICP	10% of Project work	76-80%	53.89%	\$5,000,000
	34880	Connecting Vista: Bike, Walk, SPRINT	San Diego Association of Governments	Vista	ICP	within an ½ mile	76-80%	51.39%	\$5,120,000
	35535	South Gate Regional Bikeway Connectivity Project	City of South Gate	South Gate	ICP	Located Within	96-100%	50.56%	\$2,570,520
	34754	Windsor Transit Center Corridor and Intersection Improvements Project	Town of Windsor	Windsor	ICP	N/A	N/A	48.61%	\$5,387,718
34878	J Street Greenway Trail & Complete Streets	City of Oxnard	Oxnard	ICP	within an ½ mile	91-95%	46.11%	\$6,748,276	
34879	Downtown Oxnard Transit Corridor Improvement Project	City of Oxnard	Oxnard	ICP	within an ½ mile	91-95%	46.11%	\$4,564,001	
35220	Rexland Acres Community Sidewalk Project	Kern County	Bakersfield	ICP	Located Within	91-95%	45.56%	\$8,537,000	

Table 3: AHSC Round 2 Projects Not Considered for Full Application Scoring

Project	Primary Applicant	Issue	MPO	County	Project Type	Amount Requested
Putting Down Routes: Connecting East Oakland	Satellite Affordable Housing Associates	Did not meet threshold	ABAG/MTC	Alameda	ICP	\$ 6,205,125
Rosefield Village Redevelopment and Atlantic Avenue Connectivity Project	Housing Authority of the City of Alameda	Did not submit full	ABAG/MTC	Alameda	TOD	\$ 6,518,156
Warehouse 48 at Star Harbor	TL Partners 1 LP	Did not submit full	ABAG/MTC	Alameda	ICP	\$ 5,296,029
Morgan Hill Family-Scattered Site	EAH Inc.	Did not submit full	ABAG/MTC	Santa Clara	ICP	\$ 9,489,122
Millbrae Transit Village	Republic Millbrae LLC	Did not submit full	ABAG/MTC	San Mateo	TOD	\$ 14,563,865
Junsay Oaks Apartments	Chispa, Inc.	Did not meet threshold	AMBAG	Monterey	ICP	\$ 6,904,121
Jamboree Oroville Family Apartments	Jamboree Housing Corporation	Did not meet threshold	BCAG	Butte	RIPA	\$ 8,296,906
Americana Community Apartments Huron	Huron City	Did not meet threshold	FRESNO	Fresno	RIPA	\$ 9,601,559
Van Ness Apartments	Dominus Consortium, LLC	Incomplete application	FRESNO	Fresno	ICP	\$ 10,197,237
Mount Shasta Greenway Trail and Affordable HRI Project	Danco Communities	Did not submit full	N/A	Siskiyou	RIPA	\$ 2,237,000
623 Vernon Street Apartments & Downtown Pedestrian Bridge	Mercy Housing California	Did not submit full	SACOG	Placer	ICP	\$ 8,023,759
Villa Encantada	AMCAL Multi-Housing Two, LLC	Did not submit full	SANDAG	San Diego	TOD	\$ 4,690,321
Walnut Street Family Apartments	Many Mansions	Did not submit full	SCAG	Ventura	ICP	\$ 3,721,717
Calexico Intermodal Transportation Center (ITC)	Imperial County Transportation Commission	Did not submit full	SCAG	Imperial	ICP	\$ 8,925,383
Courson Arts Colony East and West	Meta Housing Corporation	Did not submit full	SCAG	Los Angeles	ICP	\$ 12,632,161
Loma Linda Veterans Village	Meta Housing Corporation	Did not submit full	SCAG	San Bernardino	ICP	\$ 15,012,642

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2015-16 AHSC Award Project Summaries

Project Title:	455 Fell				
Project Location:	San Francisco				
Applicant Name:	Mercy Housing California				
Project Type:	TOD	Disadvantaged Community:	86-90 percent	MPO:	MTC
Project Description:					Total Award: \$16,056,563
<p>With 108 units of affordable housing and an ambitious complete streets scope, the proposed 455 Fell project provides homes for a vulnerable population in an area that is both walkable and high in amenities. At the same time, it makes the pedestrian and biking experience safer for the entire community by implementing sidewalk and street improvements identified during an extensive community outreach process. The project would be GreenPoint rated and would contain a 1,700 square foot community garden run by the nonprofit Community Grows. The project will also relocate and preserve a popular mural.</p>					

Project Title:	7th & Witmer				
Project Location:	Los Angeles				
Applicant Name:	Deep Green Housing & Community Development				
Project Type:	TOD	Disadvantaged Community:	91-95 percent	MPO:	SCAG
Project Description:					Total Award: \$16,760,000
<p>The 7th & Witmer project proposes 76 permanent supportive housing units in a transit-oriented neighborhood of Los Angeles. The project would improve the walking and biking infrastructure surrounding the site by installing pedestrian lights, repairing and replacing street trees and sidewalk, building curb extensions to calm traffic and creating bus zones. A Metro Bike Share Station with 18 bicycles along with two years of startup operations and maintenance for the station is another key aspect of the proposal.</p>					

Project Title:	Avena Bella (Phase 2) [proposed for partial funding]				
Project Location:	Turlock				
Applicant Name:	EAH Inc.				
Project Type:	ICP	Disadvantaged Community:	96-100 percent	MPO:	STANCOG
Project Description:					Total Award: \$1,500,000
<p>Avena Bella 2 is a 100 percent affordable housing project consisting of 61 single- and double-story units. The proposed site is 2.54 acres and is situated between W. Linwood Avenue and Highway 99 in Turlock in Stanislaus County. The project helps fulfill the goals of the city's proposed Short Range Transit Plan by purchasing an additional bus that would improve the frequency of transit service to the site.</p>					

Project Title:	Coldstream Mixed Use Village - RIPA app				
Project Location:	Truckee				
Applicant Name:	StoneBridge Properties				
Project Type:	RIPA	Disadvantaged Community:	N/A	MPO:	
Project Description:					Total Award: \$10,682,140
<p>Coldstream Mixed Use Village proposes 48 multi-family units and 50 unrestricted units in a mixed-use village center served by Truckee Transit bus service. The project, which repurposes a former mining property in Truckee, relocates and improves a bus stop served by Truckee Transit and provides approximately 2 miles of Class I bike paths, 30,000 square feet of commercial space and a roundabout which is part of the town's capital improvement plan. Overall, the project would implement a specific development contemplated in Truckee's General Plan and satisfy substantial mixed-income housing needs through a higher-density, environmentally sensitive project served by transit and a comprehensive multi-modal trail system.</p>					

Project Title:	Coliseum Connections				
Project Location:	Oakland				
Applicant Name:	UrbanCore Development, LLC				
Project Type:	TOD	Disadvantaged Community:	96-100 percent	MPO:	MTC
Project Description:					Total Award: \$14,844,762
<p>The proposed Coliseum Connections is a 110-unit, mixed-income, multi-family residential project located adjacent to the Coliseum BART station in Oakland. The housing development would repurpose an existing BART-owned parking lot. Half of the units would be below market rate, with the remaining ones providing workforce housing for families earning between 60-100 percent area median income.</p>					

Project Title:	Cornerstone Place				
Project Location:	El Cajon				
Applicant Name:	Domus Development, LLC				
Project Type:	ICP	Disadvantaged Community:	76-80 percent	MPO:	SANDAG
Project Description:					Total Award: \$12,090,713
<p>Located in the City of El Cajon in San Diego County, Cornerstone Place would provide 70 new units of affordable housing for families and veteran households. The proposed development features 48 one-bedroom units, 22 three-bedroom units, and strives to achieve LEED Silver design through the use of energy efficient systems and a variety of sustainability features. The project also proposes to expand Metropolitan Transit System (MTS) Routes 815 and 816, which connect the project location with both Downtown El Cajon and the El Cajon Transit Center.</p>					

Project Title:	Creekside Affordable Housing				
Project Location:	Davis				
Applicant Name:	Neighborhood Partners, LLC				
Project Type:	ICP	Disadvantaged Community:	N/A	MPO:	SACOG
Project Description:					Total Award: \$11,881,748
<p>Creekside is a 90-unit affordable housing project composed of 89 one-bedroom units, an on-site manager's unit and a community building that provides gathering spaces for residents. The project would be composed of extremely low-income units (40 percent of total units), very low-income units (25 percent) and lower-income units (35 percent). The target resident population includes disabled individuals, homeless individuals and other households in need of affordable housing. All of the resident units would be handicap-accessible, providing elevators, roll-in showers, accessible sinks, countertops and electrical switches.</p>					

Project Title:	Empyrean & Harrison Hotel Housing and Transportation Improvements				
Project Location:	Oakland				
Applicant Name:	Resources for Community Development				
Project Type:	TOD	Disadvantaged Community:	86-90 percent	MPO:	MTC
Project Description:					Total Award: \$16,807,556
<p>The Empyrean & Harrison Hotel Housing and Transportation Improvements project proposes to rehabilitate and preserve two historic SROs, providing 100 percent affordable housing developments in a rapidly gentrifying transit-oriented development location. The project would also provide residents of these buildings and of downtown Oakland generally with enhanced bike infrastructure in the form of new bike lanes and a new bike share station. AC Transit is a partner in the purchase of a new hybrid bus as part of the system's service expansion plan. These infrastructure projects are complemented with programs to encourage and facilitate easier access to biking and bus use.</p>					

Project Title:	Grayson Street Apartments				
Project Location:	Berkeley				
Applicant Name:	Satellite Affordable Housing Associates				
Project Type:	ICP	Disadvantaged Community:	81-85 percent	MPO:	ABAG
Project Description:					Total Award: \$3,755,326
<p>The Gray Street Apartments project proposes the construction of a new mixed-use infill development on San Pablo Avenue in Berkeley. It would include more than 2,000 square feet of ground-floor commercial space as well as 23 affordable apartments consisting of nine units for youth transitioning out of the foster system and three units for people living with HIV/AIDS. The project also includes the purchase of a new 40-foot hybrid bus to support the increased service levels of AC Transit's adopted Service Expansion Plan. This bus would support increased service levels for 88 bus route, one of AC Transit's high-frequency routes and improve headway frequencies from 20 minutes to 15. The project also includes transit passes and a bike education program for its residents.</p>					

Project Title:	Hunter Street Housing				
Project Location:	Stockton				
Applicant Name:	Visionary Homebuilders of California, Inc.				
Project Type:	ICP	Disadvantaged Community:	86-90 percent	MPO:	SJCOG
Project Description:					Total Award: \$8,941,370
<p>The proposed Hunter Street Housing is a public-private partnership that would include a mixed-use development built adjacent to a road diet project that encourages active transportation and connects housing to transit and amenities. The project would be located in downtown Stockton, home to several Disadvantaged Community census tracts with some of the highest scores on the CalEnviroScreen 2.0 scale. The development would include office space for the Supportive Services for Veteran Families (SSVF) program and 74 residential units affordable to low-income, very low-income, and extremely low-income households. The residential development would be built to maximum heights allowable under code (45 feet), and features a density of 41 dwelling units per acre.</p>					

Project Title:	Kings Canyon Connectivity Project - (Kings Canyon)				
Project Location:	Fresno				
Applicant Name:	Cesar Chavez Foundation				
Project Type:	ICP	Disadvantaged Community:	96-100 percent	MPO:	FRESNO
Project Description:					Total Award: \$15,579,426
<p>The Kings Canyon Connectivity Project consists of a 135-unit affordable multi-family development composed of 89 family units and 46 senior units. The proposed project also provides improved walking paths and dedicated bike paths and crosswalks, which connect residents to various amenities including retail, social services, education, employment opportunities and planned Bus Rapid Transit services. It also contains a workforce training and employment strategies program which will offer construction apprenticeships in addition to a career training and placement program targeting renewable energy industry opportunities.</p>					

Project Title:	Lakehouse Connections				
Project Location:	Oakland				
Applicant Name:	East Bay Asian Local Development Corporation				
Project Type:	TOD	Disadvantaged Community:	81-85 percent	MPO:	MTC
Project Description:					Total Award: \$18,127,203
<p>Developer partners EBALDC and UrbanCore have joined forces with the City of Oakland and local transit partners AC Transit, BART and Motivate to propose a housing and transportation project that will reduce greenhouse gas emissions through sustainable design. The Lakehouse Connections project would include a 91-unit affordable housing development in addition to new bus, bike and pedestrian networks that connect the project to downtown, uptown and East Oakland, CA. Thus, the project would join affordable housing with four sustainable transportation improvement projects, and a robust collection of active transportation amenities and programs.</p>					



Project Title:	Lindsay Village Affordable Housing & Transportation Improvement Project				
Project Location:	Lindsay				
Applicant Name:	Self Help Enterprises				
Project Type:	RIPA	Disadvantaged Community:	86-90 percent	MPO:	TCAG (Tulare)
Project Description:					Total Award: \$5,518,353
<p>The Lindsay Village project consists of 49 affordable rental units and one manager's unit, including a mix of one-, two- and three-bedroom units. The proposed project includes a vanpool and a public transit ridership program for residents in addition to active transportation improvements such as sidewalks, bike lanes, and traffic calming measures. The project would also include 100 percent solar PV to offset common area and resident loads and a gray water recycling system.</p>					

Project Title:	MDC Jordan Downs				
Project Location:	Los Angeles				
Applicant Name:	The Michaels Development Company I, LP				
Project Type:	ICP	Disadvantaged Community:	96-100 percent	MPO:	SCAG
Project Description:					Total Award: \$11,969,111
<p>The proposed MDC Jordan Downs is a new LEED-Gold rated infill development consisting of 135 apartments within the Jordan Downs master planned community. The project would improve site accessibility by extending Century Boulevard through the existing Jordan Downs housing project, opening up the 100-acre community to bikes, pedestrians, and cars. In order to facilitate active transportation, Century Boulevard would be built as a complete street, with traffic calming, wide sidewalks, bike lanes, shade trees, and a re-routed bus line.</p>					

Project Title:	PATH Metro Villas Phase 2				
Project Location:	Los Angeles				
Applicant Name:	PATH Ventures				
Project Type:	TOD	Disadvantaged Community:	96-100 percent	MPO:	SCAG
Project Description:					Total Award: \$13,750,183
<p>The second phase of the PATH Metro Villas project proposes the construction of 122 units of LEED-gold rated affordable housing in a High Quality Transit area that is well connected to jobs, services, and amenities. It would provide permanent supportive housing for the chronically homeless living with multiple chronic health conditions, a well-documented need in the area. The project also connects the Beverly/Vermont Metro Red Line subway station with the proposed Virgil Avenue bike lane through sidewalk improvements and the conversion of Oakwood Avenue to a bike enhanced network street.</p>					

Project Title:	Redding Downtown Loop and Affordable Housing Project				
Project Location:	Redding				
Applicant Name:	City of Redding				
Project Type:	ICP	Disadvantaged Community:	N/A	MPO:	SRTA (Shasta)
Project Description:					Total Award: \$20,000,000
<p>The Redding Downtown Loop and Affordable Housing Project integrates affordable housing with sustainable transportation infrastructure to transform downtown Redding into a more walkable and bikeable community. The proposed project would redevelop an existing commercial building into a mixed-use space with a total of 79 housing units near the Redding Downtown Loop, an active transportation network currently under development. It would also convert Market, Butte and Yuba streets to complete streets and construct a protected bike lane connecting the historic Diestelhorst Bridge and Sacramento River Trail to the new development. A program of bus pass subsidies will also be provided to affordable housing tenants.</p>					

Project Title:	Renasant San Jose				
Project Location:	San Jose				
Applicant Name:	Charities Housing				
Project Type:	ICP	Disadvantaged Community:	96-100 percent	MPO:	MTC
Project Description:					Total Award: \$14,979,486
<p>The Renasant San Jose project is a joint application between the City of San Jose and Charities Housing, a nonprofit housing development corporation. The project integrates affordable housing and active transportation infrastructure through the construction of a 160-unit infill development and 2 miles of bike/pedestrian trails and street trees. The proposed residence would serve as permanent supportive housing for the chronically homeless and include programs such as free bus passes for residents and free bicycle repair and training in addition to employing rangers for the trails.</p>					

Project Title:	Rolland Curtis West				
Project Location:	Los Angeles				
Applicant Name:	Abode Communities				
Project Type:	TOD	Disadvantaged Community:	91-95 percent	MPO:	SCAG
Project Description:					Total Award: \$5,668,074
<p>The Rolland Curtis West (RCW) project proposes an integrated affordable housing and neighborhood connectivity project in South Los Angeles, a community experiencing a high rate of displacement. RCW would provide 70 units of housing as part of a three-phased, mixed-use development project, in addition to low-stress bicycle and pedestrian enhancements along a north-south neighborhood corridor. This infill project would deliver much needed affordable housing at 60 percent area median income and below, and would be adjacent to the University of Southern California, one of the largest private employers in the city. The project also includes a community outreach program to promote the new active transportation corridor, which fulfills the region's 2035 Mobility Plan.</p>					

Project Title:	Santa Ana Arts Collective				
Project Location:	Santa Ana				
Applicant Name:	Meta Housing Corporation				
Project Type:	ICP	Disadvantaged Community:	86-90 percent	MPO:	SCAG
Project Description:					Total Award: \$12,028,626
<p>Located in a jobs- and transit-rich area of Orange County, the proposed Santa Ana Arts Collective (SAAC) repurposes a 1968 commercial building into 58 units of affordable housing. It would also convert Bush Street, one block from SAAC, into a bike- and pedestrian-enhanced street that provides a safer route to the Santa Ana Civic Center. The project caters to artists and families earning 30 percent to 60 percent of area median income.</p>					

Project Title:	Sierra Village Affordable Housing & Transportation Improvement Project				
Project Location:	Dinuba				
Applicant Name:	Self Help Enterprises				
Project Type:	RIPA	Disadvantaged Community:	96-100 percent	MPO:	TCAG (Tulare)
Project Description:					Total Award: \$4,646,731
<p>The proposed Sierra Village consists of 43 affordable rental units, one managers unit and a 3,265 square foot community center. The development would be comprised of a mix of one-, two- and three-bedroom units and the community center will include a full service kitchen, computer lab, and common laundry room. It would also include 100 percent solar PV to offset common area and resident loads and water conservation/efficiency measures. The project would also provide an on-site vanpool program and other transportation improvements which include sidewalks and bike lanes.</p>					

Project Title:	Six Four Nine Lofts				
Project Location:	Los Angeles				
Applicant Name:	Skid Row Housing Trust				
Project Type:	TOD	Disadvantaged Community:	96-100 percent	MPO:	SCAG
Project Description:					Total Award: \$5,315,000
<p>The proposed Six Four Nine Lofts is a 55-unit new construction project serving households with incomes below 50 percent of area median income. The proposed project is designed for households experiencing homelessness and/or with physical or developmental special needs and provides multiple services to meet the needs of the target population. Housing units would be located within a multi-use seven-story building that also contains a three-story federally-qualified health clinic owned by Los Angeles Christian Health Centers (LACHC). The LACHC clinic would be a separate legal parcel, financed with different sources, and will have different ownership than the residential component.</p>					

Project Title:	South Stadium Phase I TOD				
Project Location:	Fresno				
Applicant Name:	City of Fresno				
Project Type:	ICP	Disadvantaged Community:	96-100 percent	MPO:	FRESNO
Project Description:					Total Award: \$5,738,730
<p>Phase I of the proposed South Stadium TOD project consists of a five-story, mixed-use structure with 51 residential apartment units and approximately 10,000 square feet of retail/office space in downtown Fresno. 20 percent of the residential units would be rent-restricted to households making 50 percent of area median income. The infill project also includes significant streetscape improvements near the project site, including wider sidewalks, Class II and Class IV bike lanes, and additional pedestrian-oriented lighting and smart meters. It also creates a green alley along Home Run Alley and provides pedestrian and bicycle-oriented wayfinding signage.</p>					

Project Title:	St. James Station TOD				
Project Location:	San Jose				
Applicant Name:	First Community Housing				
Project Type:	TOD	Disadvantaged Community:	81-85 percent	MPO:	MTC/ABAG
Project Description:					Total Award: \$12,889,611
<p>The St. James Station TOD project integrates affordable housing and public connectivity projects in downtown San Jose. The proposed project would join the construction of First Community Housing's North San Pedro Apartments, a 135-unit affordable housing development, with active transportation infrastructure and urban greening programs designed by cross-departmental teams from the City of San Jose. The project would provide pedestrians, cyclists and transit users with well-designed and safe connections to the downtown core, high-quality transit, recently redeveloped parks and paseos, and key amenities within the commercial business district.</p>					

Project Title:	Sun Valley Senior Veterans Apts & Sheldon Street Pedestrian Improvements				
Project Location:	Sun Valley				
Applicant Name:	East LA Community Corporation				
Project Type:	ICP	Disadvantaged Community:	91-95 percent	MPO:	SCAG
Project Description:					Total Award: \$11,110,020
<p>This proposed infill project constructs 96 housing units for senior veterans in addition to a variety of transit and pedestrian infrastructure improvements. Sun Valley Senior Veterans Apartments would provide various amenities to facilitate community building, such as a library, a recreation room, a fitness center, a media room, and a computer lab. New Directions for Veterans will provide on-site supportive services to the senior veterans. Sheldon Street Pedestrian Improvements would also encourage residents to engage in active transportation through the construction of new sidewalks, ADA ramps, continental crosswalks, curb extensions, and improved lighting. The project also includes a new bike lane and a Transit Connect Program that would transport residents to transit stations.</p>					



Project Title:	Wasco Farmworker Housing Relocation Project				
Project Location:	Wasco				
Applicant Name:	Wasco Affordable Housing, Inc.				
Project Type:	RIPA	Disadvantaged Community:	86-90 percent	MPO:	Kern COG
Project Description:				Total Award:	\$18,637,432
<p>The proposed Wasco Farmworker Housing Relocation Project will move 160 farmworker families from a disconnected, industrially-zoned location to a new sustainable GreenPoint rated residence that is located closer to a variety of basic amenities. The site is situated adjacent to a day care, a medical clinic and a planned elementary school and would also features shuttle bus transit service that connects residents to shopping, a regional transit stop and an Amtrak station. In order to encourage active transportation, the project includes a covered and secured bicycle storage as well as the installation of sidewalks and dedicated bike lanes.</p>					

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October 10, 2016

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
818 West 7th Street, 12th Floor
Los Angeles, CA 90017
T: (213) 236-1800
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www.scag.ca.gov

Strategic Growth Council
1400 Tenth Street
Sacramento, California 95814

Subject: **Comment Letter to Recommended Affordable Housing Sustainable Communities (AHSC) Program Awards - 2016**

REGIONAL COUNCIL OFFICERS

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Michele Martinez, Santa Ana

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Carmen Ramirez, Oxnard

Transportation
Barbara Messina, Alhambra

Dear Members of the Strategic Growth Council:

First, I want to express our appreciation for approving over \$76 million in funding for seven new affordable housing projects in the SCAG region through the Affordable Housing and Sustainable Communities (AHSC) program. Construction of over 600 urgently needed affordable housing units and essential transportation infrastructure is consistent with the region's recently adopted Sustainable Communities Strategy, and will help reduce greenhouse gas emissions.

Having said that we remain frustrated with the inequitable allocation recommendation considering the SCAG region's size, overall air quality, and sheer number of disadvantaged communities and affected population. SCAG is home to over 48% of the state's population and 67% of its disadvantaged communities yet, regional project applications received 26% of awarded funding. This follows approximately 22% of awarded funding in Round 1. We must do better. The SCAG region has by far the greatest population impacted by harmful emissions and the greatest aggregate need for investment in the kinds of projects the AHSC program funds. We remain concerned that the program does not fully recognize this important fundamental reality.

As you know, demand for affordable housing and sustainable transportation infrastructure in the region far exceeds available resources. SCAG has expended significant effort, in partnership with the Strategic Growth Council, providing technical assistance and capacity building workshops, and the results show that not all SCAG counties are benefitting from the AHSC program. As we have expressed to SGC and OPR staff at numerous meetings and via correspondence, additional state commitment is needed to ensure that housing opportunities are provided throughout the diversity of the State's suburban, urban, and rural settings. This can be achieved by maintaining a more transparent application process and through reforming program guidelines. We plan to engage our local housing community to submit comments and recommendations to the Council during your guideline revision process in the upcoming months, with the intention of developing guidelines that encourage more applications from all areas of the SCAG region and to hopefully yield an increase of project awards to applicants from and throughout the region.

Subject: Comment Letter to Recommended Affordable Housing Sustainable Communities (AHSC) Program Awards - 2016

Again, we want to thank you for incorporating some of the suggestions we have offered in previous guideline updates and in providing the Round 2 funding for the 7 successful applicants from the SCAG region. We look forward to our continued collaboration and to growing that number for the SCAG region in the upcoming 2017 round of funding.

Sincerely,



Hasan Ikhata
Executive Director

DATE: November 3, 2016

TO: Regional Council (RC)
Executive Administration Committee (EAC)
Community, Economic and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Michael Gainor, Compliance and Performance Monitoring, gainor@scag.ca.gov, (213) 236-1844

SUBJECT: 2017 Local Profiles Reports

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
Since 2009, SCAG staff has prepared and updated the Local Profiles reports as part of SCAG's member services. The reports provide current and historical demographic, socio-economic, housing, transportation, and education data compiled from a variety of sources. The 2017 Local Profiles reports, to be released at the May 2017 General Assembly, generally focus on changes that have occurred since 2000. The information is presented to help identify current trends that may assist local governments with community planning and outreach efforts; help companies with expansion or relocation decisions; help residents learn more about their communities; and to serve as a resource to academia.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective A: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
The Local Profiles were first released at the SCAG Regional Conference and General Assembly in May 2009, and have been updated every two years since. The Local Profiles provide a quick resource for local data and analysis. As part of the biennial update, the new 2017 Local Profiles reports, scheduled for release at the SCAG General Assembly in May 2017, include updated information and data related to housing, employment, income and education. The data included in the Local Profiles reports is compiled through a wide variety sources and refined through extensive input from our member jurisdictions.

The Local Profiles reports have served as information and communication resources for elected officials, businesses, and residents in our local communities. Local government staff have used the reports to respond to a wide variety of public information inquiries regarding growth and change occurring within their jurisdictions. The Local Profiles are also frequently used by local jurisdictions in support of



REPORT

community planning, public outreach, local visioning initiatives, economic development, grant applications, and marketing and promotional materials. In addition, the biennially produced reports provide a useful tool in support of regional and local performance monitoring. Some examples of how the reports have been used include the provision of locally specific data to support residential and commercial development decision-making by private land development firms; as a community information resource for local jurisdictions in support of General Plan updates; as an appendix to local strategic plans; and as a compendium of relevant local data to support various grant applications by local jurisdictions throughout the SCAG region.

With each edition of the Local Profiles, the selection of specific data and topics to be presented in the reports may evolve to some extent to ensure consistency with the overall goal of providing a highly relevant product that reflects the current priorities in the SCAG region in a concise, easy to read format. For the 2017 Local Profiles several enhancements are being introduced in the reports including a stronger focus on housing and sustainable transportation.

Attachment 1 of this report indicates the set of data items to be included in the 2017 edition of the Local Profiles, including a few new data items.

Attachment 2 of this report provides a Fact Sheet which was developed in support of the 2015 Local Profiles reports. The 2015 Local Profiles are posted on the SCAG website:
www.scag.ca.gov/resources/profiles.htm

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2016-2017 Overall Work Program (WBS Number 17-080.SCG00153.05: Data Compilation and Circulation).

ATTACHMENTS:

1. 2017 Local Profiles Data List
2. Local Profiles Fact Sheet

2017 Local Profiles Data (Draft) *Proposed New Data Items in BLUE*

Category	Data Type	Data Source
Population	Total Population: 2015 & 2016	California Department of Finance
	Population: % Hispanic: 2016	US Census, Nielsen Co
	Population: % Non-Hispanic White: 2016	US Census, Nielsen Co
	Population: % Non-Hispanic Asian: 2016	US Census, Nielsen Co
	Population: % Non-Hispanic Black: 2016	US Census, Nielsen Co
	Population: % Non-Hispanic American Indian: 2016	US Census, Nielsen Co
	Population: % All Other Non-Hispanic: 2016	US Census, Nielsen Co
	Population by Age: 2015 & 2016	US Census, Nielsen Co
	Median Age: 2016	US Census, Nielsen Co
	Population Density: 2016	SCAG
Households	Number of Households: 2015 & 2016	California Department of Finance
	Average Household Size: 2015 & 2016	California Department of Finance
	Share of Households by Household Size: 2016	US Census, Nielsen Co
	Median Household Income: 2016	US Census, Nielsen Co
	Share of Households by Household Income: 2016	US Census, Nielsen Co
Housing	Homeownership Rate: 2016	US Census, Nielsen Co
	Median Existing Home Sales Price: 2015 & 2016	Dataquick (CoreLogic)
	Number of Foreclosures	Dataquick (CoreLogic)
	Share of Housing Stock by Decade Built	US Census, Nielsen Co
	Number of Housing Units: 2015 & 2016	California Department of Finance
	Number of Housing Units by Housing Type: 2016	California Department of Finance
	Total Housing Building Permits Issued: 2015 & 2016	Construction Industry Research Board
	Single-Family Housing Building Permits Issued: 2015 & 2016	Construction Industry Research Board
	Multi-Family Housing Building Permits Issued: 2015 & 2016	Construction Industry Research Board
	Housing Cost Burden: Homeowners	American Community Survey (ACS)
Housing Cost Burden: Renters	American Community Survey (ACS)	
Transportation	Transportation Mode Share: 2016	US Census, Nielsen Co
	Average Travel Time to Work: 2016	US Census, Nielsen Co
	Top 10 Commuter Work Destination Cities: Table	LEHD O/D Employment Statistics
	Top 10 Commuter Work Destination Cities: Map	SCAG
	Number of Vehicles per Household: 2000, 2010, 2016	American Community Survey (ACS)
	Miles of Bicycle Lanes: 2016	SCAG
	Vehicle Miles Traveled (per capita): 2000, 2010, 2016	SCAG
	Travel Time to Work Distribution (by range of minutes): 2000-2016	US Census, Nielsen Co
Employment	Total Number of Jobs: 2014 & 2015	California Employment Development Dept
	Number of Jobs by Sector: 2015	California Employment Development Dept
	Number of Manufacturing Jobs: 2014 & 2015	California Employment Development Dept
	Number of Construction Jobs: 2014 & 2015	California Employment Development Dept
	Number of Retail Trade Jobs: 2014 & 2015	California Employment Development Dept
	Number of Professional & Management Jobs: 2014 & 2015	California Employment Development Dept
	Average Annual Salary: 2015	California Employment Development Dept
	Average Annual Salary by Sector: 2015	California Employment Development Dept
Retail Sales	Real Retail Sales: 2014 & 2015	California Board of Equalization
Education	% Completed High School or Higher: 2016	US Census, Nielsen Co
	% Completed Bachelor Degree or Higher: 2016	US Census, Nielsen Co
	K-12 Public School Enrollment: 2015 & 2016	California Department of Education
	K-6 Public School Student Enrollment: 2015 & 2016	California Department of Education
	Grades 7-9 Public School Student Enrollment: 2015 & 2016	California Department of Education
	Grades 10-12 Public School Student Enrollment: 2015 & 2016	California Department of Education

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SCAG LOCAL PROFILES



SCAG LOCAL PROFILES

WHAT ARE LOCAL PROFILES?

The Local Profiles are planning data reports prepared for each city, county unincorporated areas and each county within the SCAG Region. They provide current and historical demographic, socio-economic, housing, transportation and education data gathered from a variety of sources. The information is presented to demonstrate current trends that may assist local governments with community planning and outreach efforts; help companies with expansion or relocation decisions; help residents learn more about their communities; and to serve as a resource to academia. The current reports focus on changes that have occurred since 2000.

The profiles are a complimentary service provided to SCAG members, including 191 cities and 6 counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura).

BACKGROUND

The Local Profiles, which are developed with extensive input from member jurisdictions, were first released at the SCAG Regional Conference & General Assembly in May 2009, and have been updated every two years since. The Local Profiles provide a quick resource for local data and analysis. As part of the biennial update, the new 2015 Local Profiles reports, to be released at the General Assembly in May 2015, include updated information and data related to housing, employment, income and education.

WHAT ARE THE LOCAL PROFILES USED FOR?

The Local Profiles have served as an information and communication resource for elected officials, businesses and residents. Local government staff has used them to respond to various information inquiries regarding growth and change occurring within their jurisdictions. Local Profiles have also been used in community planning and outreach, visioning initiatives, economic development, grant applications and marketing and promotional materials.

HOW TO OBTAIN THE LOCAL PROFILES?

The 2015 Local Profiles reports are posted at www.scag.ca.gov/resources/profiles.htm.

AT A GLANCE

Categories

- ▼ **Population:** growth, age distribution, ethnic composition
- ▼ **Households:** household size, household income distribution
- ▼ **Housing:** home price, building permits
- ▼ **Transportation:** mode choice, commute time
- ▼ **Employment:** jobs by sector, average salary per job
- ▼ **Retail Sales:** retail sales per person
- ▼ **Education:** school enrollment

Data Sources

- ▼ California Department of Finance
- ▼ California Employment Development Department
- ▼ California State Board of Equalization
- ▼ Construction Industry Research Board
- ▼ MDA DataQuick
- ▼ Nielsen Company
- ▼ U.S. Census Bureau

CEHD 11-3-16

DATE: November 3, 2016

TO: Regional Council (RC)
Executive Administration Committee (EAC)
Community, Economic and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Hasan Ikhata, Executive Director, 213-236-1944, Ikhata@scag.ca.gov

SUBJECT: California Housing Summit: The Cost of Not Housing – Recap

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:
SCAG, in partnership with thirty-four (34) non-profit, private and public entities, held a Housing Summit on October 11, 2016 to address causes of California's housing crisis and offer solutions for more housing to be built. Approximately 400 people participated in the Summit, which featured over twenty-five (25) speakers. As part of the Summit, SCAG released a publication titled "Mission Impossible? Meeting California's Housing Challenge", which highlights the housing crisis and discusses strategies to address it. All event sessions and presentations will be posted soon at www.scag.ca.gov/housingsummit.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective A: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
SCAG, in partnership with over thirty-four (34) non-profit, private and public entities, held a Housing Summit on October 11, 2016 to address causes of California's housing crisis and offer solutions for more housing to be built. These thirty-four partners met over the course of several months to provide input for staff on key housing issues and recommendations for speakers and panels. Additionally, a discussion of the Housing Summit also occurred at the Executive Administrative Committee (EAC) Retreat on June 9, 2016. Similar to the Steering Committee meetings, attendees of the EAC Retreat voiced many opinions regarding the Housing Summit.

Based on the discussion at Steering Committee meetings and the EAC retreat, SCAG and its partners developed a Housing Policy Discussion Framework Proposal. The Proposal served as a blueprint to develop the Summit program (Attachment 1, Housing Summit Program) and the development of a publication that accompanied the Housing Summit.



REPORT

Over twenty-five speakers from throughout the State participated on the Summit's panels. The first panel, titled "Houston...I Mean... California? We Have a Problem!" focused on the causes and effects of the crisis, including the economic, environmental, and social costs to the State. To connect attendees with the personal impacts of the housing shortage, the panel also featured five (5) video clips of people personally affected by the crisis.

Following the morning session, three (3) concurrent breakout sessions were held. Breakout Session A, titled "Show Me the Money!" focused on funding opportunities created by State programs and the linkage between affordable housing and infrastructure. Key points outlined noted that there is a lack of ongoing strategies at the State and Federal levels to fund housing and that existing opportunities are underutilized.

Breakout Session B, "Integrate Preserve, Utilize, and Build", highlighted successful strategies and tools used by local agencies to promote housing development and preservation. Key points raised included aligning housing with amenities and infrastructure and including housing as part of all local plans.

Breakout Session C, "Breaking Down the Walls", focused on overcoming barriers to developing housing locally, such as California Environmental Quality Act (CEQA) abuse and strong anti-growth sentiments, while remaining sensitive to community concerns. Highlights of the discussion included advocating for early and innovative partnerships with stakeholders, showcasing the benefits of residential projects to the community, and exploring other CEQA options. At the conclusion of the panels, the moderators of the panels held a summary session to recap their sessions and provide additional thoughts.

The Summit concluded with a call to action panel "Let's Say YES to Housing." This panel acted as an apex to the sessions of the Summit and was designed to draw upon the insights shared earlier and inspire action with leaders and decisionmakers. Participants were encouraged to take home strategies shared at the Summit and bring action to promote more housing in their local communities.

Summit materials, including the agenda, Highlights of the Crisis summary report, and full publication are available on the website at www.scag.ca.gov/housingsummit. All Summit sessions were filmed and will be posted on the Summit website in the coming weeks.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2016-2017 Overall Work Program (WBS Number 17-080.SCG00153.04: Regional Assessment).

ATTACHMENTS:

1. Housing Summit Agenda
2. Highlights of the Housing Crisis handout

PROGRAM

TUESDAY, OCTOBER 11, 2016

8:00 a.m. – 2:00 p.m.

L.A. HOTEL

333 S. Figueroa Street

Los Angeles 90071

scag.ca.gov/housingsummit



8:30 AM

WELCOME

Hon. Michele Martinez, *President, SCAG*

Steve PonTell, *President and CEO, National CORE*; Summit Master of Ceremonies

9:00 AM

HOUSTON... I MEAN... CALIFORNIA? WE HAVE A PROBLEM!

Morning Panel (General Session)

The state of California is in a serious housing deficit—how did we get here? This panel looks at the housing shortage's root causes and its economic, environmental and social costs.

Moderator Steve PonTell, National CORE

Panelists

- >> Raphael Bostic, University of Southern California
- >> Alan Greenlee, Southern California Association of NonProfit Housing
- >> Ben Metcalf, California Department of Housing & Community Development
- >> Brian Uhler, California Legislative Analyst's Office

10:00 AM

BREAK

Program continued on second page

To register or for more information, visit www.scag.ca.gov/housingsummit

For additional questions, contact Ma'Ayn Johnson at johnson@scag.ca.gov

10:15 AM

SHOW ME THE MONEY!

Breakout Session A

The state plays a major role in affordable housing and infrastructure. This panel will identify funding resources such as the Affordable Housing and Sustainable Communities Program and fiscal tools such as the Enhanced Infrastructure Financing Districts and Community Revitalization and Investment Authorities to foster housing and infrastructure development throughout the state.

Moderator Fred Silva, California Forward

Panelists

- >> **Ken Kirkey**, Metropolitan Transportation Commission
- >> **Larry Kosmont**, Kosmont Companies
- >> **Kirk Stark**, University of California, Los Angeles

INTEGRATE, PRESERVE, UTILIZE AND BUILD

Breakout Session B

Expert panelists will explore strategies for integrating state, regional and local planning policies including Transit-Oriented Developments, Transit Ready Developments, housing preservation, anti-displacement, inclusionary zoning and more.

Moderator Rick Cole, City of Santa Monica

Panelists

- >> **Celeste Cantú**, Santa Ana Watershed Protection Authority
- >> **Hon. Vartan Gharpetian**, City of Glendale
- >> **Steven Kellenberg**, Irvine Company
- >> **Mike McKeever**, Sacramento Area Council of Governments
- >> **Patrick Tighe**, Patrick Tighe Architecture

BREAKING DOWN THE WALLS

Breakout Session C

Good projects are often held up by CEQA abuse and NIMBYism— how can we break down barriers to develop new housing while remaining sensitive to the concerns of the community? This panel busts myths about the negative impact of developing more housing, provides tools to engage communities and showcases projects that exemplify best practices for local leadership and moving the needle.

Moderator Lucy Dunn, Orange County Business Council

Panelists

- >> **Hon. Wendy Bucknum**, City of Mission Viejo
- >> **Gary Gallegos**, San Diego Association of Governments
- >> **Jennifer Hernandez**, Holland and Knight
- >> **Sonja Trauss**, San Francisco Bay Area Renters' Federation

11:30 AM

BUFFET LUNCH

12:15 PM

SUMMARY OF BREAKOUT SESSIONS

Panelists

- >> **Rick Cole**, City of Santa Monica
- >> **Lucy Dunn**, Orange County Business Council
- >> **Fred Silva**, California Forward

12:45 PM

LET'S SAY "YES" TO HOUSING

Call to Action Panel

This panel will synthesize the lessons of the day, illustrating the strategy of community involvement and stakeholder partnerships that will ultimately lead to "YES" to housing.

Moderator Hon. Frank V. Zerunyan, City of Rolling Hills Estates

Panelists

- >> **Randall Lewis**, Lewis Group of Companies
- >> **Hon. Michele Martinez**, City of Santa Ana
- >> **Deborah Ruane**, San Diego Housing Commission
- >> **Ann Sewill**, California Community Foundation

1:30 PM

CLOSING REMARKS

Hon. Michele Martinez, *President*, SCAG
Hasan Ikhata, *Executive Director*, SCAG

MISSION IMPOSSIBLE?

MEETING CALIFORNIA'S HOUSING CHALLENGE

AN OVERVIEW OF THE CRISIS

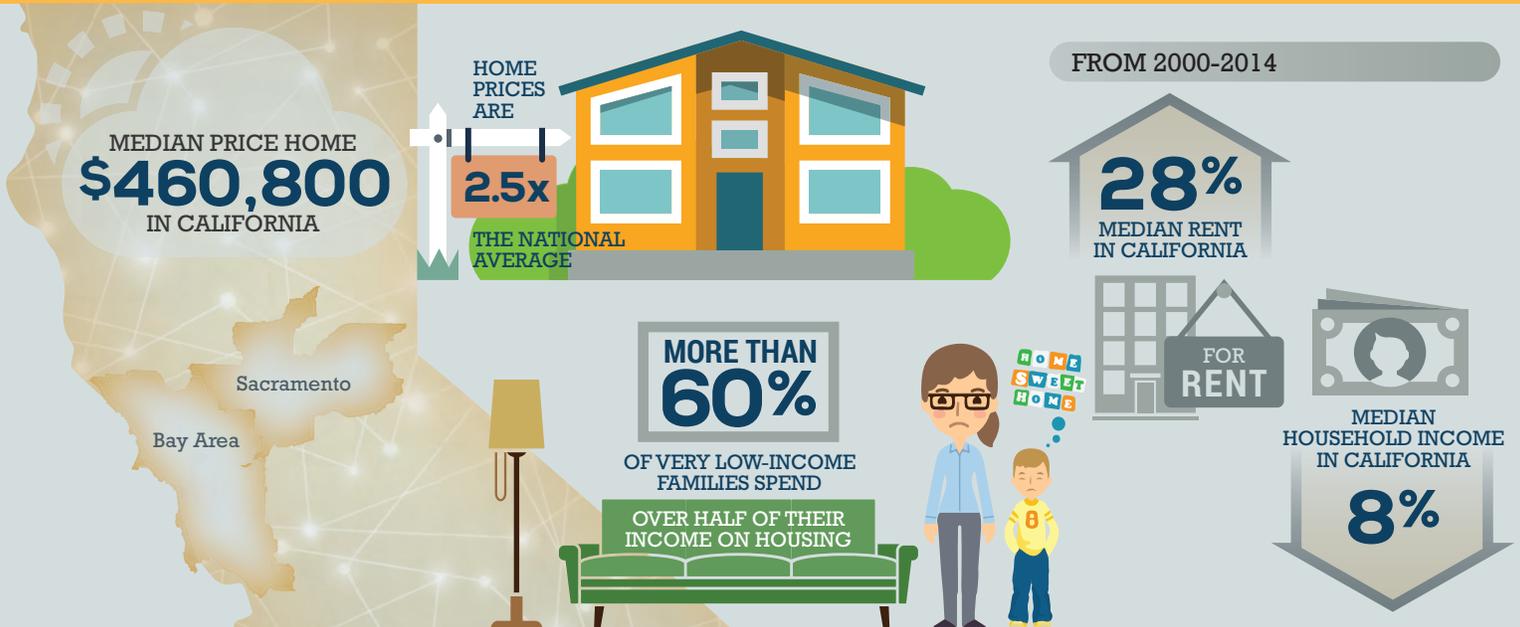
Download the full report at
www.scag.ca.gov/housingsummit

October/2016

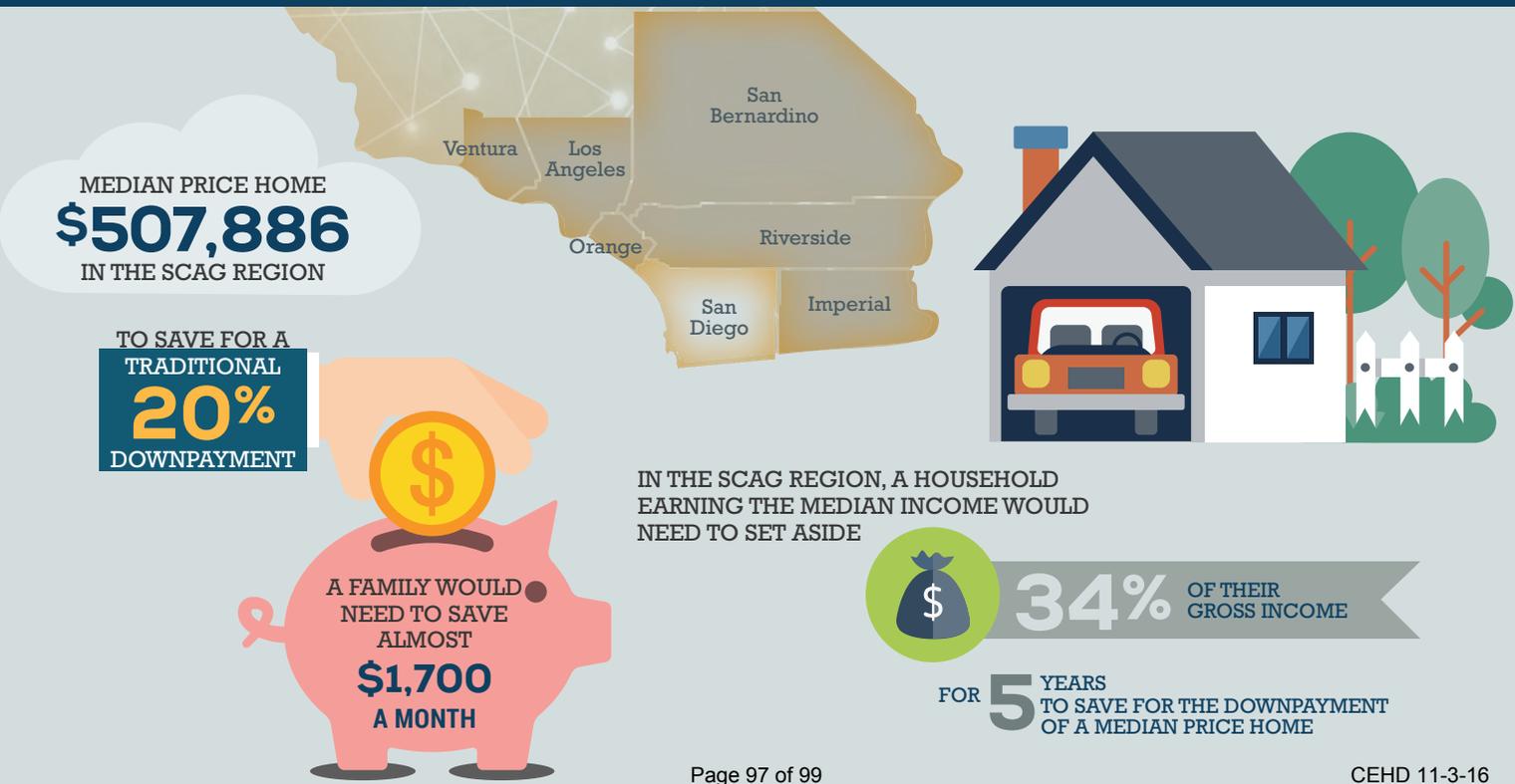


WE HAVE A CRISIS STATEWIDE

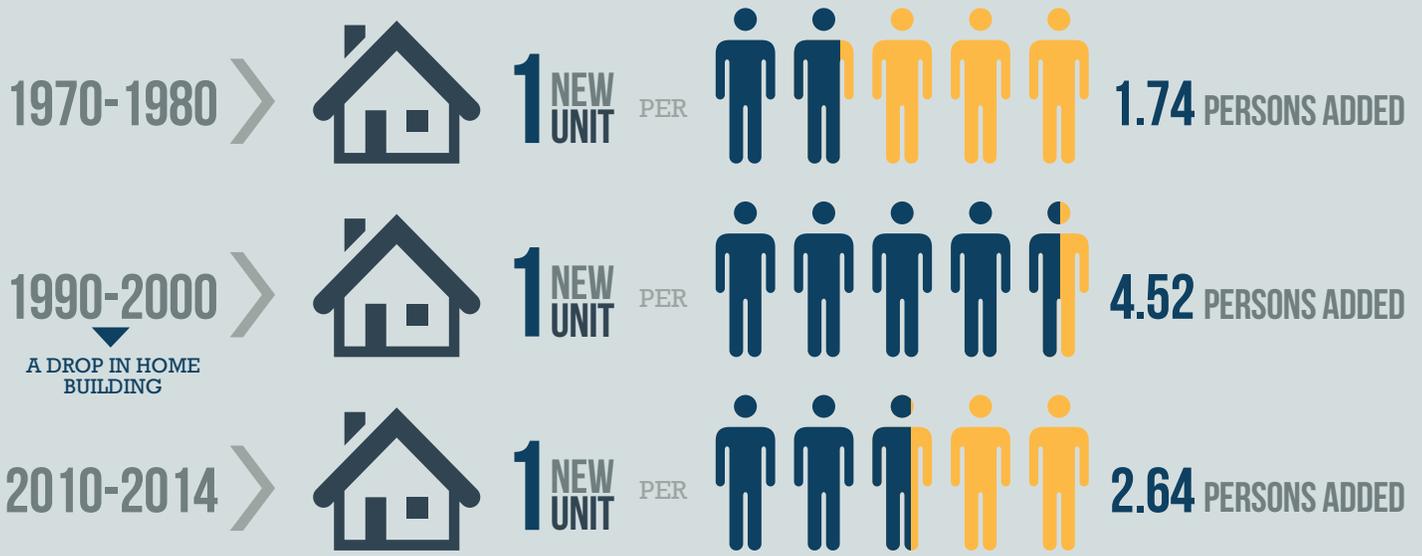
The housing crisis in California is due to a combination of both a housing shortage and a lack of affordability, and the problem is not limited to housing for low-income families.



AFFORDABILITY IS A LOCAL AND REGIONAL PROBLEM



HOUSING SUPPLY HAS NOT KEPT UP WITH POPULATION GROWTH



IT'S COMPOUNDED BY A DEMOGRAPHIC SHIFT



WHAT'S HOLDING UP NEW HOUSING CONSTRUCTION?

- 01 LACK OF FUNDING OR FISCAL INCENTIVES**
 Many jurisdictions do not have permanent funding to build housing. Subsidized housing may not produce enough revenue and other forms of land use may be preferred.
- 02 REGULATORY BARRIERS**
 There are a number of regulatory requirements, such as CEQA, that can delay or kill residential projects. They can also add to the cost of a project.
- 03 LOCAL ZONING REQUIREMENTS**
 Local zoning requirements, such as parking, can restrict the number of units or render them unaffordable for many.
- 04 NOT IN MY BACK YARD (NIMBYism)**
 Misinformation and fear can lead to community opposition to residential projects.

THE COST OF NOT HOUSING

The higher the housing costs, the lower the amount a family can use toward other costs. This can impact future savings, particularly for families that are close to poverty. High housing costs also mean less money that could be spent on local businesses, personal health or recreation.



DISPLACEMENT



OVERCROWDING



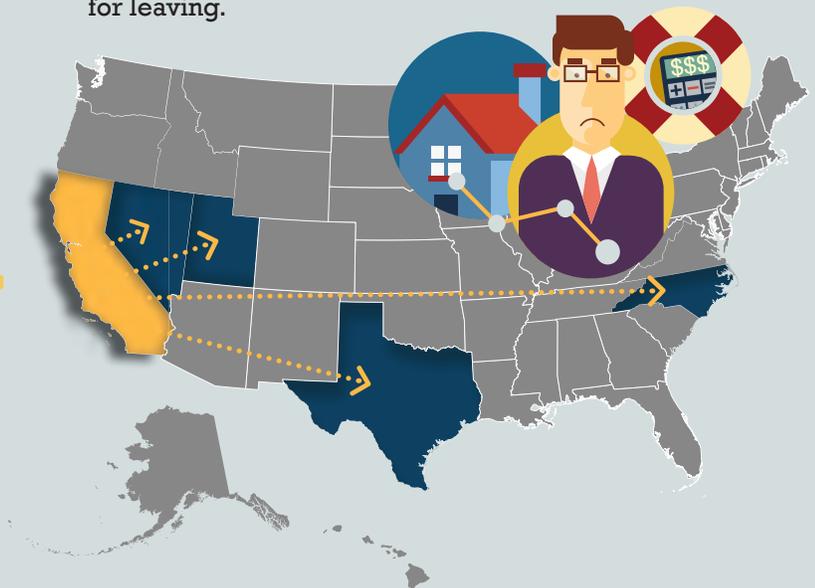
OUTMIGRATION AND LOSS OF YOUNG TALENT

Due to stagnant wages or difficulties finding a secure entry-level or mid-level job, and rising costs in rent, millennials represent over half of the outmigration from the most expensive metro areas despite representing only a quarter of the population.



ECONOMIC IMPACTS

High housing costs also impact wider economic growth and are an increasing factor in decision-making for employers. A number of major employers are leaving the state or reducing operations, citing the lack of housing for their employees as one of the top reasons for leaving.



To find out strategies and solutions to address California's housing challenge, download the full report at www.scag.ca.gov/housingsummit