



## REGULAR MEETING

# TRANSPORTATION COMMITTEE

SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
818 West 7th Street, 12th Floor  
Los Angeles, CA 90017  
T: (213) 236-1800  
F: (213) 236-1825  
www.scag.ca.gov

### 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 Viegas-Walker, El Centro

### COMMITTEE CHAIRS

Executive/Administration  
Michele Martinez, Santa Ana

Community, Economic &  
Human Development  
Bill Jahn, Big Bear Lake

Energy & Environment  
Carmen Ramirez, Oxnard

Transportation  
Barbara Messina, Alhambra

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

**SCAG Main Office**  
**818 W. 7th Street, 12th Floor**  
**Board Room**  
**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](mailto:REY@scag.ca.gov).

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1908. We request at least 72 hours notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

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**Transportation Committee**  
*Members – November 2016*

**Members**

**Representing**

<b>Chair*</b>	1. <b>Hon. Barbara Messina</b>	<i>Alhambra</i>	<b>District 34</b>
<b>Vice-Chair*</b>	2. <b>Hon. Karen Spiegel</b>	<i>Corona</i>	<b>District 63</b>
*	3. Hon. Michael D. Antonovich		Los Angeles County
*	4. Hon. Sean Ashton	<i>Downey</i>	District 25
*	5. Hon. Rusty Bailey	<i>Riverside</i>	District 68
*	6. Hon. Glen Becerra	<i>Simi Valley</i>	District 46
	7. Hon. Ben Benoit	<i>Wildomar</i>	WRCOG
	8. Hon. Russell Betts	<i>Desert Hot Springs</i>	CVAG
*	9. Hon. Art Brown	<i>Buena Park</i>	District 21
*	10. Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
	11. Hon. Diana Lee Carey	<i>Westminster</i>	OCCOG
	12. Hon. Jim B. Clarke	<i>Culver City</i>	WSCCOG
*	13. Hon. Jonathan Curtis	<i>La Cañada Flintridge</i>	District 36
*	14. Hon. Gene Daniels	<i>Paramount</i>	District 24
*	15. Hon. James Gazeley	<i>Lomita</i>	District 39
*	16. Hon. Jeffrey Giba	<i>Moreno Valley</i>	District 69
*	17. Hon. Lena Gonzalez	<i>Long Beach</i>	District 30
	18. Hon. Bert Hack	<i>Laguna Woods</i>	OCCOG
*	19. Hon. Curt Hagman		San Bernardino County
*	20. Hon. Jan Harnik	<i>Palm Desert</i>	RCTC
	21. Hon. Dave Harrington	<i>Aliso Viejo</i>	OCCOG
*	22. Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
*	23. Hon. Steve Hofbauer	<i>Palmdale</i>	District 43
*	24. Hon. Jose Huizar	<i>Los Angeles</i>	District 61
*	25. Hon. Jim Hyatt	<i>Calimesa</i>	District 3
*	26. Hon. Jim Katapodis	<i>Huntington Beach</i>	OCTA
	27. Hon. Linda Krupa	<i>Hemet</i>	WRCOG
*	28. Hon. Randon Lane	<i>Murrieta</i>	District 5
	29. Hon. Severo Lara	<i>Ojai</i>	VCOG
	30. Hon. James C. Ledford	<i>Palmdale</i>	North L. A. County
*	31. Hon. Antonio Lopez	<i>San Fernando</i>	District 67
*	32. Hon. Clint Lorimore	<i>Eastvale</i>	District 4
*	33. Hon. Ray Marquez	<i>Chino Hills</i>	District 10



**Transportation Committee**  
*Members – November 2016*

**Members**

**Representing**

* 34. Hon. Michele Martinez	<i>Santa Ana</i>	District 16
* 35. Hon. Ryan McEachron	<i>Victorville</i>	SANBAG
36. Hon. Marsha McLean	<i>Santa Clarita</i>	North L. A. County
* 37. Hon. Dan Medina	<i>Gardena</i>	District 28
* 38. Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
* 39. Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
* 40. Hon. Fred Minagar	<i>Laguna Niguel</i>	District 12
41. Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
* 42. Hon. Gene Murabito	<i>Glendora</i>	District 33
* 43. Hon. Kris Murray	<i>Anaheim</i>	District 19
* 44. Hon. Frank Navarro	<i>Colton</i>	District 6
* 45. Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
* 46. Hon. Sam Pedroza	<i>Claremont</i>	District 38
47. Hon. Teresa Real Sebastian	<i>Monterey Park</i>	SGVCOG
48. Hon. Dwight Robinson	<i>Lake Forest</i>	OCCOG
* 49. Hon. Ali Saleh	<i>Bell</i>	District 27
50. Hon. Damon Sandoval		Morongo Band of Mission Indians
* 51. Hon. Marty Simonoff	<i>Brea</i>	District 22
52. Hon. Zareh Sinanyan	<i>Glendale</i>	SFVCOG
* 53. Hon. Jose Luis Solache	<i>Lynwood</i>	District 26
54. Hon. David Spence	<i>La Cañada Flintridge</i>	Arroyo Verdugo Cities
55. Hon. Barb Stanton	<i>Town of Apple Valley</i>	SANBAG
* 56. Hon. Michelle Steel		Orange County
57. Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
58. Hon. Jess Talamantes	<i>Burbank</i>	SFVCOG
59. Hon. Brent Tercero	<i>Pico Rivera</i>	GCCOG
* 60. Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
* 61. Hon. Alan Wapner	<i>Ontario</i>	SANBAG
* 62. Hon. Chuck Washington		Riverside County
* 63. Hon. Michael Wilson	<i>Indio</i>	District 66
64. Mr. Gary T. Slater	<i>Caltrans, District 7</i>	Ex-Officio Member

\* Regional Council Member

# TRANSPORTATION COMMITTEE

## AGENDA

### NOVEMBER 3, 2016

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*The Transportation 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. Barbara Messina, 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**

**Page No.**

##### **Approval Item**

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

##### **Receive and File**

- |   |                   |           |
|---|-------------------|-----------|
| 2. <u>2015 Regional Active Transportation Program (ATP) Update</u>  | <b>Attachment</b> | <b>7</b>  |
| 3. <u>2017 Local Profiles Update</u>  | <b>Attachment</b> | <b>10</b> |
| 4. <u>Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing &amp; Sustainable Communities (AHSC) Program and Award Update</u> | <b>Attachment</b> | <b>15</b> |
| 5. <u>California Housing Summit: The Cost of Not Housing – Recap</u>  | <b>Attachment</b> | <b>41</b> |
| 6. <u>SB 375 Target Setting Stress Test Status Report</u>   | <b>Attachment</b> | <b>49</b> |
| 7. <u>2017 Meeting Schedule of the Regional Council and Policy Committees</u>   | <b>Attachment</b> | <b>52</b> |

# TRANSPORTATION COMMITTEE

## AGENDA

### NOVEMBER 3, 2016

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<u>INFORMATION ITEMS</u>		<u>Time</u>	<u>Page No.</u>
8. <u>2016 California Statewide Local Streets and Roads Needs Assessment</u> <i>(Margot Yapp, Vice President, Nichols Consulting Engineers)</i>	Attachment	30 mins.	53
9. <u>California Transportation Plan 2040 – Implementation</u> <i>(Gary Slater, District 7 Deputy District Director, California Department of Transportation – Caltrans)</i>	Attachment	30 mins.	77
10. <u>SANBAG Advanced Regional Rail Integrated Vision – East (ARRIVE) Corridor</u> <i>(Steve Smith, Director of Planning, SANBAG)</i>	Attachment	40 mins.	89

#### CHAIR'S REPORT

*(Hon. Barbara Messina, Chair)*

#### METROLINK REPORT

*(Hon. Art Brown, SCAG Representative to Metrolink)*

#### STAFF REPORT

*(Courtney Aguirre, SCAG Staff)*

#### FUTURE AGENDA ITEM/S

#### ADJOURNMENT

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

*The next regular meeting of the Transportation Committee (TC) is scheduled for Thursday, January 5, 2017 and will held at the SCAG Los Angeles Office.*



Transportation Committee Meeting  
of the  
Southern California Association of Governments  
September 29, 2016

*Minutes*

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Transportation Committee (TC) met at SCAG's office in downtown Los Angeles. The meeting was called to order by Chair Hon. Barbara Messina, Alhambra. A quorum was present.

**Members Present:**

Hon. Mike Antonovich	Los Angeles County
Hon. Rusty Bailey, Riverside	District 68
Hon. Ben Benoit, Wildomar	WRCOG
Hon. Art Brown, Buena Park	District 21
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Jim Clarke, Culver City	WCCOG
Hon. Gene Daniels, Paramount	District 24
Hon. James Gazeley, Lomita	District 39
Hon. Jeffrey, Giba, Moreno Valley	District 69
Hon. Curt Hagman	San Bernardino County
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Steven Hofbauer, Palmdale	District 43
Hon. Jim Hyatt, Calimesa	District 3
Hon. Randon Lane, Murrieta	Murrieta
Hon. Severo Lara, Ojai	VCOG
Hon. Antonio Lopez, San Fernando	District 67
Hon. Clint Lorimore, Eastvale	District 4
Hon. Ray Marquez, Chino Hills	District 10
Hon. Michele Martinez, Santa Ana	District 16
Hon. Ryan McEachron, Victorville	District 65
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dan Medina, Gardena	District 28
Hon. Barbara Messina, Alhambra ( <b>Chair</b> )	District 34
Hon. L. Dennis Michael	District 9
Hon. Keith Millhouse, Moorpark	VCTC
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Kris Murray, Anaheim	District 19
Hon. Frank Navarro, Colton	District 6
Hon. Ali Saleh, Bell	GCCOG
Hon. Marty Simonoff, Brea	District 22
Hon. David Spence, La Canada-Flintridge	Arroyo Verdugo Cities
Hon. Karen Spiegel, Corona ( <b>Vice Chair</b> )	District 63
Hon. Michelle Steel	County of Orange
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Alan Wapner, Ontario	SANBAG
Mr. Gary Slater	Caltrans District 7

**Members Not Present:**

Hon. Sean Ashton, Downey	District 25
Hon. Glen Becerra, Simi Valley	District 46
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Diana Lee Carey, Westminster	OCCOG
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Gonzalez, Lena, Long Beach	District 30
Hon. Bert Hack, Laguna Woods	OCCOG
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Dave Harrington, Aliso Viejo	OCCOG
Hon. Jose Huizar, Los Angeles	District 61
Hon. Jim Katapodis, Huntington Beach	District 64
Hon. Linda Krupa, Hemet	WRCOG
Hon. James C. Ledford	Palmdale
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Gene Murabito, Glendora	District 33
Hon. Pam O’Connor, Santa Monica	District 41
Hon. Sam Pedroza, Claremont	District 38
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Zareh Sinanyan	Glendale
Hon. José Luis Solache, Lynwood	District 26
Hon. Barb Stanton, Apple Valley	SANBAG
Hon. Jess Talamantes	SFVCOG
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Chuck Washington, Temecula	Riverside County
Hon. Michael Wilson, Indio	District 66

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. Barbara Messina, Alhambra, called the meeting to order at 10:05 a.m. Hon. Carol Herrera, Diamond Bar, led the Pledge of Allegiance.

**PUBLIC COMMENT**

Mr. Pete Sluis stated his objection to the proposed double tracking of a 3.9 mile segment of Metrolink's San Bernardino line. Mr. Sluis commented that funding ought to be directed toward an alternative transit model due to the impact of heavy rail on adjacent neighborhoods.

**CONSENT CALENDAR**

1. Minutes of the September 1, 2016 Meeting

A MOTION was made (Brown) and SECONDED (Gazeley) to approve Consent Calendar items 1-5. The Motion passed by the following votes:

AYES: Brown, Benoit, Buscaino, Clarke, Daniels, Gazeley, Giba, Hagman, Herrera, Hofbauer, Hyatt, Lorimore, Marquez, McLean, Messina, Michael, Millhouse, Moore, Navarro, Saleh, Simonoff, Spence, Spiegel, Steel, Sternquist, Viegas-Walker, Wapner

NOES: None

ABSTAIN: None

## **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
7. SCAG Enhanced Infrastructure Financing District/Community Revitalization and Investment Authority (EIFD/CRIA) Screen Tool, Pilot Project and Next Steps
8. California Communities Environmental Health Screening (CalEnviroScreen) Tool – Update on Draft Version 3.0

## **INFORMATION ITEMS**

### 9. Metrolink Commuter Rail

Art Leahy, Metrolink Chief Executive Officer, reported on regional commuter rail. Mr. Leahy stated the agency has undergone a rebuilding process since he joined in April 2015 including the addition of a new Chief Financial Officer, Deputy Chief Financial Officer and Chief Communications Officer. Additionally, recent service enhancements include a paperless ticketing system and customer safety has been improved with the implementation of Positive Train Control.

Mr. Leahy noted daily Metrolink boardings average 43,000; however, passenger trips are ten (10) to fifteen (15) times longer than regular fixed-route bus service making it the second largest transit provider in the region based on passenger miles. Additionally, 60% of passengers travel between two counties. It was further noted Metrolink lines parallel I-5, I-10, U.S. Route 101, SR 134, SR 60 and SR 91. Compared to other transit riders, Metrolink passengers are not transit dependent as the great majority own vehicles. Therefore, it is estimated that every Metrolink rider means one fewer vehicle using local freeways.

Mr. Leahy further noted that Metrolink's farebox recovery is 43% which is the highest among major transit operators in Southern California. Consequently it has the lowest per passenger mile tax subsidy. Mr. Leahy reported investment in Metrolink is the most effective, least expensive way to relieve traffic on freeways. Efforts to improve diesel emissions include the implementation of Tier 4 locomotives which will field the cleanest rail fleet in the country. Also, customer ticketing has been upgraded with the roll out of mobile ticketing. He noted 40% of tickets on the Riverside line are now purchased remotely.

Hon. Marsha McLean, Santa Clarita, asked how elected officials can encourage other cities and jurisdictions to support funding Metrolink so the agency can increase regional connectivity and improve service frequency providing an alternative to freeway driving.

Mr. Leahy stated it is useful to communicate the value of investment in Metrolink as the best option to reduce freeway congestion and as a preferred alternative to driving. Additionally, the agency is seeking to build out its service model to increase mid-day frequency and fill in service gaps between peak hours operation.

Hon. Keith Millhouse, Moorpark, stated Metrolink funding is a challenge and encouraged members to lobby their respective Metrolink Board representative and indicate that funding Metrolink is an important priority.

Hon. Marty Simonoff, Brea, asked if remote ticketing can be linked with Metro ticketing so a customer can purchase both a Metrolink ticket and Red Line ticket from the same portal.

Mr. Leahy responded that integrating ticketing with Metro is a goal desired by both agencies and is currently being explored.

10. SCAG Goods Movement Border Crossing Study – Phase II

Mike Jones, SCAG staff, reported on the recently completed Goods Movement Border Crossing Study Phase II. Mr. Jones noted the study looked at Imperial County and San Diego County ports of entry to see what can be done to improve throughput and operational efficiency. It was noted the study attempted to identify true origins and destinations for border crossing goods movement to highlight their national significance and relationship to the regional goods movement network. Additionally a performance analysis was conducted under different scenarios to determine their effect on regional freights flows.

Mr. Jones stated data collection looked at truck origin and destination, drayage movements, rail activity, and expected supply chain trends. Findings indicate that many shipments from the area are long-haul deliveries to other states. For shipments destined for Mexico 56% came from the U.S and only 25% came from within Mexico. For shipments that originated from Mexico, 72% were destined for the U.S. and only 11% were shipped within Mexico. Prominent northbound drayage activity involves moving goods from Mexican manufacturers to third party logistics providers in Tijuana to truck parking lots in Calexico and then to other U. S. manufacturers in Ensenada. Southbound drayage commonly moved goods from warehouse and third party logistics firms to Mexican manufacturers. Drayage activity accounts for \$510 million in economic output to the local economy and is of national significance. Rail shipments are minor due to a lack of rail infrastructure.

Recommendations include continuing the construction of projects identified in the 2016 RTP/SCS including the SR11/Otay Mesa East Port of Entry and the expansion of truck and auto inspection lanes at the border crossing at Calexico East. Also, to promote the construction of cold storage facilities in Imperial County to improve the quality of agricultural goods. Modal diversity can be enhanced to leverage the areas' strategic location such as a facility in Tijuana to transport automobile products to U.S. destinations. Further, it is recommended to improve rail connectivity to El Centro as well as air cargo facilities. Also, border crossing efficiency can be improved by implementing technological advancements.

Hon. Cheryl Viegas-Walker, El Centro, thanked staff for the report and noted truck border crossing waits can be two hours which affects air quality in the area. Advancements in efficiency benefit not only the areas' high unemployment rate but serves to improve air quality.

Hon. Joe Buscaino, Los Angeles, invited committee members to tour TraPac port operations October 20, 2016 from 11:00 a.m. to 2:00 p.m. Mr. Buscaino noted TraPac is

one of the most efficient port operators and welcomed committee members to tour the facility.

Hon. Alan Wapner, Ontario, announced that the official transfer of Ontario Airport to local control will be November 1, 2016 followed by a ceremony November 2, 2016.

### **CHAIR'S REPORT**

Hon. Barbara Messina, Alhambra, announced that the San Gabriel Valley Council of Governments will hold its first General Assembly October 26, 2016 at the Pacific Palms Resort in City of Industry. Ms. Messina noted it will be a Transportation Forum and all committee members are invited to attend.

### **FUTURE AGENDA ITEM**

Hon. Karen Spiegel, Corona, requested regular Metrolink updates.

### **STAFF REPORT**

Daniel Tran, SCAG staff, announced that SCAG's upcoming Housing Summit is nearly sold-out, however, limited seating has been made available for Transportation Committee members interested in attending. Those interested can contact Mr. Tran for arrangements.

### **ADJOURNMENT**

Hon. Barbara Messina, Alhambra, adjourned the meeting at 11:20 a.m. The next meeting of the Transportation Committee will be Thursday November 3, 2016.



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Courtney Aguirre, Senior Regional Planner  
Transportation Planning

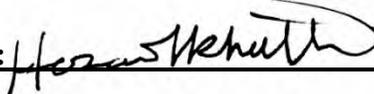
**Transportation Committee Attendance Report**

**2016**

	Member (including Ex-Officio) Last Name, First Name	Representing	X = County Represented							X = Attended			= No Meeting			NM = New Member					
			IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	April	GA May	June	July	Aug	Sep 1	Sep 29	Nov	Dec	
1	Antonovich, Michael*	Los Angeles County		X						X					X	X		X	X		
2	Ashton, Sean*	Downey		X						X		X			X	X		X	X		
3	Bailey, Rusty*	Riverside, WRCOG				X				X		X						X	X		
4	Becerra, Glen*	Simi Valley		X																	
5	Benoit, Ben	Wildomar, WRCOG				X														X	
6	Betts, Russell	Desert Hot Springs, CVAG				X				X		X			X	X		X	X		
7	Brown, Art*	Buena Park			X					X		X			X	X		X	X		
8	Buscaino, Joe*	Los Angeles		X						X		X			X			X	X		
9	Carey, Diana Lee	Westminster, OCCOG			X					X		X			X	X		X	X		
10	Clarke, Jim	Culver City, WCCOG		X														NM	X		
11	Curtis, Jonathan*	La Cañada Flintridge		X						X		X									
12	Daniels, Gene*	Paramount		X						X		X			X	X		X	X		
13	Gazeley, James*	Lomita		X						NM		X			X	X		X	X		
14	Giba, Jeffrey*	Moreno Valley				X				X						X		X	X		
15	Gonzalez, Lena*	Long Beach		X																	
16	Hack, Bert	Laguna Woods			X					X		X			X			X			
17	Hagman, Curt*	San Bernardino County						X		X		X						X	X		
18	Hamik, Jan*	Palm Desert, RTC				X				X					X	X		X			
19	Hamington, Dave	Aliso Viejo, OCCOG			X					X					X			X			
20	Herrera, Carol*	Diamond Bar		X						X		X			X			X	X		
21	Hofbauer, Steven*	Palmdale/No. LA County		X						X					X					X	
22	Huizar, Jose*	Los Angeles		X																	
23	Hyatt, Jim*	Calimesa				X				X		X				X				X	
24	Katapodis, Jim*	Huntington Beach			X																
25	Krupa, Linda	Hemet, WRCOG				X										X		X			
26	Lane, Randon*	Murrieta				X				X								X	X		
27	Lara, Severo	Ojai, VCTC						X		X						X				X	
28	Ledford, James C.	Palmdale/No. LA County		X																	
29	Lopez, Antonio*	San Fernando		X						X		X						X	X		
30	Lorimore, Clint*	Eastvale				X				X		X			X	X		X	X		
31	Marquez, Ray*	Chino Hills					X			X		X			X			X	X		
32	Martinez, Michele*	Santa Ana			X					X		X			X	X		X	X		
33	McEachron, Ryan*	Victorville					X			X					X	X			X		
34	McLean, Marsha	Santa Clarita		X						X					X	X			X		
35	Medina, Dan*	Gardena		X						X		X			X	X		X	X		
36	Messina, Barbara* (Chair)	Alhambra		X						X		X			X	X		X	X		
37	L. Dennis Michael	Rancho Cucamonga					X													NM	
38	Millhouse, Keith*	Moorpark						X		X		X			X			X	X		
39	Minagar, Fred*	Laguna Niguel			X										X	X		X	X		
40	Moore, Carol	Laguna Woods, OCCOG			X					X		X				X		X	X		
41	Murabito, Gene*	Glendora		X						X		X				X		X			
42	Murray, Kris*	Anaheim			X					X		X			X	X		X	X		
43	Navarro, Frank*	Colton					X			X		X			X	X		X	X		
44	O'Connor, Pam*	Santa Monica		X								X			X			X			
45	Pedroza, Sam*	Claremont		X						X					X	X		X	X		
46	Real Sebastian, Teresa	Monterey Park/SGVCOG		X						X		X				X		X			
47	Robinson, Dwight	Lake Forest, OCCOG			X										X	X					
48	Saleh, Ali*	City of Bell, GCCOG		X								X			X					X	
49	Sandoval, Damon	Morongo Band of Mission Indians																			
50	Simonoff, Marty*	Brea			X					X						X		X	X		
51	Sinanyan, Zareh	Glendale		X						X											
52	Slater, Gary	Caltrans District 7								X		X			X	X				X	
53	Solache, José Luis*	Lynwood		X																	
54	Spence, David	Flintridge/Arroyo Verdugo Cities		X						X		X			X			X	X		
55	Spiegel, Karen* (Vice Chair)	Corona/WRCOG				X				X		X			X	X		X	X		
56	Stanton, Barb	Apple Valley					X														
57	Steel, Michelle*	Orange County			X					X					X	X		X	X		
58	Stemquist, Cynthia	Temple City		X						X		X			X	X		X	X		
59	Talamantes, Jess			X						X		X				X					
60	Tercero, Brent	Pico Rivera		X								X			X	X		X			
61	Viegas-Walker, Cheryl*	El Centro	X							X		X			X			X	X		
62	Wapner, Alan*	Ontario, SANBAG					X			X		X			X	X		X	X		
63	Washington, Chuck*	Riverside County				X				X		X			X			X			
64	Wilson, Michael*	Indio, CVAG				X				X						X					
		<b>Totals</b>	<b>1</b>	<b>28</b>	<b>12</b>	<b>12</b>	<b>7</b>	<b>2</b>													

\* Regional Council Member

**DATE:** November 3, 2016  
**TO:** Transportation Committee (TC)  
**FROM:** Stephen Patchan, Senior Planner, Active Transportation and Special Programs, [patchan@scag.ca.gov](mailto:patchan@scag.ca.gov), (213) 236-1923  
**SUBJECT:** 2015 Regional Active Transportation Program (ATP) Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
Receive and File.

**EXECUTIVE SUMMARY:**  
*Based on a request by the Orange County Transportation Authority (OCTA) and approval by SCAG's ATP Subcommittee, the 2015 Regional ATP has been updated to reprogram \$225,000 originally allocated to the Santa Ana Pedestrian County Project to the OC Parks OC Loop Coyote Creek Project. This change was recommended by OCTA in response to the California Transportation Commissions (CTC) determination that the Santa Ana Pedestrian County Project is ineligible for ATP funding. The reallocation is consistent with the 2015 ATP Regional Program Guidelines and Programming Framework.*

**STRATEGIC PLAN:**  
This item supports SCAG Regional Goal 1) Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, c) Provide practical solutions for moving new ideas forward

**BACKGROUND:**  
On January 7, 2016, the Executive/Administration Committee acting on behalf of the Regional Council approved the 2015 Regional ATP recommending to the CTC a total of \$76.296 million be awarded to projects across Southern California with the region's allocation of Cycle 2 ATP funds. Projects included in the approved 2015 Regional ATP were selected by SCAG in collaboration with the county transportation commissions based on the guidelines and process established in the 2015 ATP Regional Program Guidelines and Programming Framework. The Regional Guidelines and Programming Framework included provisions for deleting and replacing projects awarded ATP should a recommended project not be able to move forward. These provisions were included to maximize the resources allocated to the region and ensure any surplus funds would be reprogrammed locally, rather than be returned to the state.

On January 20, 2016, the California Transportation Commission approved SCAG's recommended 2015 ATP projects and project contingency list. During the review process, CTC staff determined that the Santa Ana Pedestrian County Project was ineligible for ATP funding and recommended that an alternative project be included in its place. Based on the provisions in the Programming Framework,



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OCTA recommended \$225,000 be reprogrammed from the Santa Ana Pedestrian Count Project to the OC Parks OC Loop Coyote Creek Project. The ATP Subcommittee, which includes representatives from each of the county transportation commissions and Caltrans, reviewed OCTA's recommendation and approved the change. Per the 2015 Regional ATP Guidelines, any changes to the Regional ATP are to be included in an annual report to the Transportation Committee.

The California Transportation Commission is prepared to approve SCAG's revised program list and approve allocation for the OC Loop Coyote Creek Project at its next meeting. The updated 2015 Regional ATP reflecting the proposed changes is attached.

SCAG staff will continue to keep the Transportation Committee apprised of any updates or changes to the 2015 Regional ATP as they arise. A full report on the program is scheduled to be brought before the Committee in March 2017.

**FISCAL IMPACT:**

Funding to administer the Regional ATP is included in the FY 2016-2017 OWP 050-SCG00169.06.

**ATTACHMENT:**

2015 Regional ATP (Updated November 3, 2016)

**2015 Active Transportation Program  
Regional Program**

**IMPLEMENTATION PROJECTS**

			Total Project Cost (in 1,000s)	Total Fund Request (in 1,000s)	15-16	16-17	17-18	18-19
Co	Applicant	Project Title						
1	IMP	City of El Centro	Establishment of SR2S Program & Bicycle Route Improvements	524	524		277	247
2	LA	City of Downey	South Downey SRTS	469	238		-	238
3	LA	City of Downey	Downey Bike Share and Safety Education	294	180		180	0
4	LA	City of Cudahy	Wilcox Avenue Complete Streets and SRTS Project	1371	1344		11	132
5	LA	City of La Verne	La Verne Regional Commuter Bicycle Gap Closure Project	18712	1552		400	1152
6	LA	City of Huntington Park	Uncontrolled Crosswalk Pedestrian Safety Enhancement Project	1793	1757		172	1585
7	LA	Port of Long Beach	South Water Front/Pier j Bike and Pedestrian Path	3563	2000		2000	0
8	LA	City of Torrance	Downtown Torrance Active Transportation Improvement Project	2533	2027		340	1687
9	LA	City of Lynwood	Community Linkages to Civic Center and Long Beach blvd Metro Station	2891	2319		0	2319
10	LA	Port of Long Beach	Coastal Bike Trail Connector-Ocean Blvd, Long Beach	6660	4000		0	4000
11	LA	City of Los Angeles	Broadway Historic Theater District Pedestrian Improvements 4th-6th Streets	7690	6862		120	1080
12	LA	Los Angeles County MTA	Metro Rail to Rail Active Transportation Corridor Segment A-1	20278	8326		0	8326
13	LA	City of Los Angeles	Colorado Bl Pedestrian and Bicycle Active Transportation Improvements	9843	9743		1438	0
14	ORA	City of Santa Ana	SRTS Enhancements for Sepulveda Elementary	310	310		20	35
15	ORA	City of La Habra	Guadalupe Park Reconstruction Project	400	340		340	0
16	ORA	City of La Habra	Union Pacific Rail Line Bikeway Project	527	466		466	0
17	ORA	City of Brea	The Tracks at Brea Segment 6	1603	652		652	0
18	ORA	OC Parks Orange County	OC Loop Coyote Creek	3230	871		0	0
19	ORA	City of San Clemente	Shorecliffs Middle School SRTS Ped Improvements	878	869		100	769
20	ORA	City of San Clemente	Concordia Elementary SRTS Pedestrian & Bicycle Lane Improvement	987	986		986	
21	ORA	City of Santa Ana	Lincoln Pedestrian Pathway Connectivity	1230	1230		80	120
22	ORA	City of Garden Grove	"First Mile" Bicycle and Ped Trail Expansion on the PE ROW and Education/Encouragement Activities	1941	1891		399	20
23	ORA	City of Anaheim	West Street and Citron Street Sidewalk Gap Closure	2056	2056		404	1652
24	ORA	City of Westminster	Garden Grove Boulevard Complete Street Project	3139	2758		330	0
25	RIV	City of San Jacinto	San Jacinto Valley Connect	656	646		100	546
26	RIV	Riverside County Transp Department	Thousand Palms Sidewalk Safety Improvements	1085	775		148	627
27	RIV	Riverside County Transp Department	Mecca Sidewalk and Roadway Safety Improvements	945	851		140	711
28	RIV	Riverside County Transp Department	Camino Aventura Sidewalk Safety Improvements	1002	902		156	746
29	RIV	City of Riverside	Citywide Bicycle and Pedestrian Improvements	1249	1042		1042	0
30	RIV	City of Banning	Bicycle and SRTS Improvements	1082	1082		120	962
31	RIV	City of Wildomar	Grand Avenue Multi-Use Trail Improvement Project	1541	1223		612	611
32	RIV	City of Jurupa Valley	Jurupa Valley High School SRTS	1467	1252		177	230
33	RIV	City of Moreno Valley	Segment of the Juan Bautista De Anza Multi-use Trail	1431	1431		115	191
34	SBD	City of Needles	In-fill Sidewalks, Curbs & Gutters Improvement Project	484	252			252
35	SBD	City of Hesperia	Bear Valley Road Bicycle Bypass Phase II	376	301		301	0
36	SBD	City of Ontario	SRTS Infrastructure Improvement Project-El Camino Elementary	400	368		46	322
37	SBD	City of Victorville	Mojave Riverwalk Shared-Use Bicycle Facility	4700	3760		3760	
38	SBD	San Bernardino County	Santa Ana River Trail Phase IV, Reaches B and C	9750	3800		1380	2420
39	VEN	Ventura County	Rio Real Elementary School-Pedestrian and Street Improvements Project	462	462		30	432
40	VEN	City of Oxnard	New Traffic Signal	567	510		15	495
41	VEN	City of Ojai	Pedestrian and Bike Safety Improvements: Ojai Avenue and Maricopa Hwy	2833	2333		230	0
			<b>Total</b>	<b>122952</b>	<b>74291</b>	<b>0</b>	<b>17087</b>	<b>31907</b>

**PLANNING PROJECTS**

			Total Project Cost (in 1,000s)	Total Fund Request (in 1,000s)	15-16	16-17	17-18	18-19
Co	Applicant	Project Title						
1	IMP	Imperial County	Pedestrian Master Plan	100	100		100	0
2	LA	City of Bellflower	Bellflower and Paramount Joint Active Transportation Plan	125	100		100	0
3	LA	City of Irwindale	Citywide Non Motorized Design Guidelines and Active Transportation Action Plan	154	154		154	
4	LA	City of Santa Clarita	Junior High and High School SRTS Plan	200	160		160	0
5	ORA	Orange County Transportation Authority	Active Transportation Plan	350	280		280	0
6	SBD	City of Grand Terrace	ATP Planning	295	295		295	0
7	LA	City of Downey	Pedestrian Plan	300	300		0	150
8	ORA	City of Santa Ana	Citywide SRTS Plan	615	615		615	0
			<b>Total</b>	<b>2139</b>	<b>2004</b>	<b>0</b>	<b>1704</b>	<b>150</b>

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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:** Michael Gainor, Compliance and Performance Monitoring, gainor@scag.ca.gov;213-236-1822

**SUBJECT:** 2017 Local Profiles Reports

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**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



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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](http://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



**FOR MORE INFORMATION:** Please visit the SCAG website at [www.scag.ca.gov](http://www.scag.ca.gov) or contact Michael Gainor at (213) 236-1822 or via email at [LocalProfiles@scag.ca.gov](mailto:LocalProfiles@scag.ca.gov).

# 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](http://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

**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](mailto: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:** 

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**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
<b>Required:</b> ✓ High Quality Transit ✓ Affordable Housing	<b>Required:</b> ✓ Qualifying Transit ✓ Sustainable Transportation Infrastructure	<b>Required:</b> ✓ Qualifying Transit ✓ Sustainable Transportation Infrastructure
<b>Required: At least one additional components from the following:</b>  <input type="checkbox"/> Sustainable Transportation Infrastructure <input type="checkbox"/> Transportation Related Amenities <input type="checkbox"/> Programs	<b>Required: At least one additional components from the following:</b>  <input type="checkbox"/> Affordable Housing <input type="checkbox"/> Transportation Related Amenities <input type="checkbox"/> Programs	<b>Required: At least one additional components from the following:</b>  <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 16<sup>th</sup>, 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 20<sup>th</sup> 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		
<b>Recommended AHSC Awards with Affordable Housing</b>	<b>25</b>	<b>awards</b>
<b>Total Affordable Units Funded</b>	<b>2,260</b>	<b>units</b>
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
<b>Total Projects</b>	<b>25</b>	<b>\$289,439,831</b>	
<b>Projects Providing Benefits to Disadvantaged Communities</b>	<b>22</b>	<b>\$246,875,943</b>	<b>85%</b>
<b>Located Within</b>	<b>19</b>	<b>\$214,144,023</b>	<b>73%</b>
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	
<b>Within 1/2 Mile Walkable</b>	<b>2</b>	<b>\$16,675,357</b>	<b>6%</b>
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	
<b>25% of Project Work Hours by Residents of a DAC</b>	<b>1</b>	<b>\$16,056,563</b>	<b>6%</b>
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	
<b>Not Providing Benefits to Disadvantaged Communities</b>	<b>3</b>	<b>\$42,563,888</b>	<b>15%</b>

## **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.

<b>TABLE 6</b>		
<b>2015-16 AHSC Applications by Region</b>		
<b>Metropolitan Planning Organization</b>	<b># of Concept Apps Submitted</b>	<b># of Apps Invited to Full App Round</b>
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
<b>TOTAL:</b>	<b>130</b>	<b>86</b>

Table 7 Geographic Breakdown of Applications and Awards						
	Full Applications Submitted (Excludes 4 Ineligible Applications)		Full Applications Recommended for Funding			
MPO	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%
<b>TOTAL</b>		<b>69</b>	<b>25</b>	<b>\$289,439,831</b>	<b>100.00%</b>	

\*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](http://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 &amp; Trade Auction</i>	<i>November 2016</i>
<b>Listening Sessions on Lessons Learned in AHSC Round 2</b>	Fall 2016
<b>Release of Round 3 Draft Program Guidelines</b>	Winter 2017
<b>Stakeholder Meetings/Comments on Draft Guidelines</b>	Winter 2017
<i>Quarterly Cap &amp; Trade Auction</i>	<i>February 2017</i>
<i>TCAC Applications Due</i>	<i>Early March 2017</i>
<b>Final Guidelines to Council for Approval</b>	Spring 2017
<i>Quarterly Cap &amp; Trade Auction</i>	<i>May 2017</i>
<i>TCAC Applications Due</i>	<i>Late June 2017</i>
<b>Release of Round 3 Application</b>	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
<b>Subtotal TOD Projects \$106,468,769</b>										
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 1/2 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
<b>Subtotal ICP Projects \$106,756,400</b>										
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
<b>Subtotal RIPA Projects \$34,837,925</b>										
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 1/2 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
<b>Subtotal DAC (96-100%) Projects \$41,376,737</b>										

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

<b>Project Title:</b>	<b>455 Fell</b>				
<b>Project Location:</b>	San Francisco				
<b>Applicant Name:</b>	Mercy Housing California				
<b>Project Type:</b>	TOD	<b>Disadvantaged Community:</b>	86-90 percent	<b>MPO:</b>	MTC
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>7th &amp; Witmer</b>				
<b>Project Location:</b>	Los Angeles				
<b>Applicant Name:</b>	Deep Green Housing & Community Development				
<b>Project Type:</b>	TOD	<b>Disadvantaged Community:</b>	91-95 percent	<b>MPO:</b>	SCAG
<b>Project Description:</b>					<b>Total Award:</b> \$16,760,000
<p>The 7th &amp; 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>					

<b>Project Title:</b>	<b>Avena Bella (Phase 2) [proposed for partial funding]</b>				
<b>Project Location:</b>	Turlock				
<b>Applicant Name:</b>	EAH Inc.				
<b>Project Type:</b>	ICP	<b>Disadvantaged Community:</b>	96-100 percent	<b>MPO:</b>	STANCOG
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>Coldstream Mixed Use Village - RIPA app</b>				
<b>Project Location:</b>	Truckee				
<b>Applicant Name:</b>	StoneBridge Properties				
<b>Project Type:</b>	RIPA	<b>Disadvantaged Community:</b>	N/A	<b>MPO:</b>	
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>Coliseum Connections</b>				
<b>Project Location:</b>	Oakland				
<b>Applicant Name:</b>	UrbanCore Development, LLC				
<b>Project Type:</b>	TOD	<b>Disadvantaged Community:</b>	96-100 percent	<b>MPO:</b>	MTC
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>Cornerstone Place</b>				
<b>Project Location:</b>	El Cajon				
<b>Applicant Name:</b>	Domus Development, LLC				
<b>Project Type:</b>	ICP	<b>Disadvantaged Community:</b>	76-80 percent	<b>MPO:</b>	SANDAG
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>Creekside Affordable Housing</b>				
<b>Project Location:</b>	Davis				
<b>Applicant Name:</b>	Neighborhood Partners, LLC				
<b>Project Type:</b>	ICP	<b>Disadvantaged Community:</b>	N/A	<b>MPO:</b>	SACOG
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>Empyrean &amp; Harrison Hotel Housing and Transportation Improvements</b>				
<b>Project Location:</b>	Oakland				
<b>Applicant Name:</b>	Resources for Community Development				
<b>Project Type:</b>	TOD	<b>Disadvantaged Community:</b>	86-90 percent	<b>MPO:</b>	MTC
<b>Project Description:</b>					<b>Total Award:</b> \$16,807,556
<p>The Empyrean &amp; 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>					

<b>Project Title:</b>	<b>Grayson Street Apartments</b>				
<b>Project Location:</b>	Berkeley				
<b>Applicant Name:</b>	Satellite Affordable Housing Associates				
<b>Project Type:</b>	ICP	<b>Disadvantaged Community:</b>	81-85 percent	<b>MPO:</b>	ABAG
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>Hunter Street Housing</b>				
<b>Project Location:</b>	Stockton				
<b>Applicant Name:</b>	Visionary Homebuilders of California, Inc.				
<b>Project Type:</b>	ICP	<b>Disadvantaged Community:</b>	86-90 percent	<b>MPO:</b>	SJCOG
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>Kings Canyon Connectivity Project - (Kings Canyon)</b>				
<b>Project Location:</b>	Fresno				
<b>Applicant Name:</b>	Cesar Chavez Foundation				
<b>Project Type:</b>	ICP	<b>Disadvantaged Community:</b>	96-100 percent	<b>MPO:</b>	FRESNO
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>Lakehouse Connections</b>				
<b>Project Location:</b>	Oakland				
<b>Applicant Name:</b>	East Bay Asian Local Development Corporation				
<b>Project Type:</b>	TOD	<b>Disadvantaged Community:</b>	81-85 percent	<b>MPO:</b>	MTC
<b>Project Description:</b>					<b>Total Award:</b> \$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>					



<b>Project Title:</b>	<b>Lindsay Village Affordable Housing &amp; Transportation Improvement Project</b>				
<b>Project Location:</b>	Lindsay				
<b>Applicant Name:</b>	Self Help Enterprises				
<b>Project Type:</b>	RIPA	<b>Disadvantaged Community:</b>	86-90 percent	<b>MPO:</b>	TCAG (Tulare)
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>MDC Jordan Downs</b>				
<b>Project Location:</b>	Los Angeles				
<b>Applicant Name:</b>	The Michaels Development Company I, LP				
<b>Project Type:</b>	ICP	<b>Disadvantaged Community:</b>	96-100 percent	<b>MPO:</b>	SCAG
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>PATH Metro Villas Phase 2</b>				
<b>Project Location:</b>	Los Angeles				
<b>Applicant Name:</b>	PATH Ventures				
<b>Project Type:</b>	TOD	<b>Disadvantaged Community:</b>	96-100 percent	<b>MPO:</b>	SCAG
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>Redding Downtown Loop and Affordable Housing Project</b>				
<b>Project Location:</b>	Redding				
<b>Applicant Name:</b>	City of Redding				
<b>Project Type:</b>	ICP	<b>Disadvantaged Community:</b>	N/A	<b>MPO:</b>	SRTA (Shasta)
<b>Project Description:</b>					<b>Total Award:</b> \$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>					



<b>Project Title:</b>	<b>Renasant San Jose</b>				
<b>Project Location:</b>	San Jose				
<b>Applicant Name:</b>	Charities Housing				
<b>Project Type:</b>	ICP	<b>Disadvantaged Community:</b>	96-100 percent	<b>MPO:</b>	MTC
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>Rolland Curtis West</b>				
<b>Project Location:</b>	Los Angeles				
<b>Applicant Name:</b>	Abode Communities				
<b>Project Type:</b>	TOD	<b>Disadvantaged Community:</b>	91-95 percent	<b>MPO:</b>	SCAG
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>Santa Ana Arts Collective</b>				
<b>Project Location:</b>	Santa Ana				
<b>Applicant Name:</b>	Meta Housing Corporation				
<b>Project Type:</b>	ICP	<b>Disadvantaged Community:</b>	86-90 percent	<b>MPO:</b>	SCAG
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>Sierra Village Affordable Housing &amp; Transportation Improvement Project</b>				
<b>Project Location:</b>	Dinuba				
<b>Applicant Name:</b>	Self Help Enterprises				
<b>Project Type:</b>	RIPA	<b>Disadvantaged Community:</b>	96-100 percent	<b>MPO:</b>	TCAG (Tulare)
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>Six Four Nine Lofts</b>				
<b>Project Location:</b>	Los Angeles				
<b>Applicant Name:</b>	Skid Row Housing Trust				
<b>Project Type:</b>	TOD	<b>Disadvantaged Community:</b>	96-100 percent	<b>MPO:</b>	SCAG
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>South Stadium Phase I TOD</b>				
<b>Project Location:</b>	Fresno				
<b>Applicant Name:</b>	City of Fresno				
<b>Project Type:</b>	ICP	<b>Disadvantaged Community:</b>	96-100 percent	<b>MPO:</b>	FRESNO
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>St. James Station TOD</b>				
<b>Project Location:</b>	San Jose				
<b>Applicant Name:</b>	First Community Housing				
<b>Project Type:</b>	TOD	<b>Disadvantaged Community:</b>	81-85 percent	<b>MPO:</b>	MTC/ABAG
<b>Project Description:</b>					<b>Total Award:</b> \$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>					

<b>Project Title:</b>	<b>Sun Valley Senior Veterans Apts &amp; Sheldon Street Pedestrian Improvements</b>				
<b>Project Location:</b>	Sun Valley				
<b>Applicant Name:</b>	East LA Community Corporation				
<b>Project Type:</b>	ICP	<b>Disadvantaged Community:</b>	91-95 percent	<b>MPO:</b>	SCAG
<b>Project Description:</b>					<b>Total Award:</b> \$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>					



<b>Project Title:</b>	<b>Wasco Farmworker Housing Relocation Project</b>				
<b>Project Location:</b>	Wasco				
<b>Applicant Name:</b>	Wasco Affordable Housing, Inc.				
<b>Project Type:</b>	RIPA	<b>Disadvantaged Community:</b>	86-90 percent	<b>MPO:</b>	Kern COG
<b>Project Description:</b>				<b>Total Award:</b>	\$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

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818 West 7th Street, 12th Floor  
Los Angeles, CA 90017  
T: (213) 236-1800  
F: (213) 236-1825  
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

President  
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.

Page 2

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,



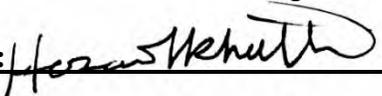
Hasan Ikhata  
Executive Director

**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:** 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:** 

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**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](http://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

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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](http://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](http://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](http://www.scag.ca.gov/housingsummit)  
For additional questions, contact Ma'Ayn Johnson at [johnson@scag.ca.gov](mailto: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

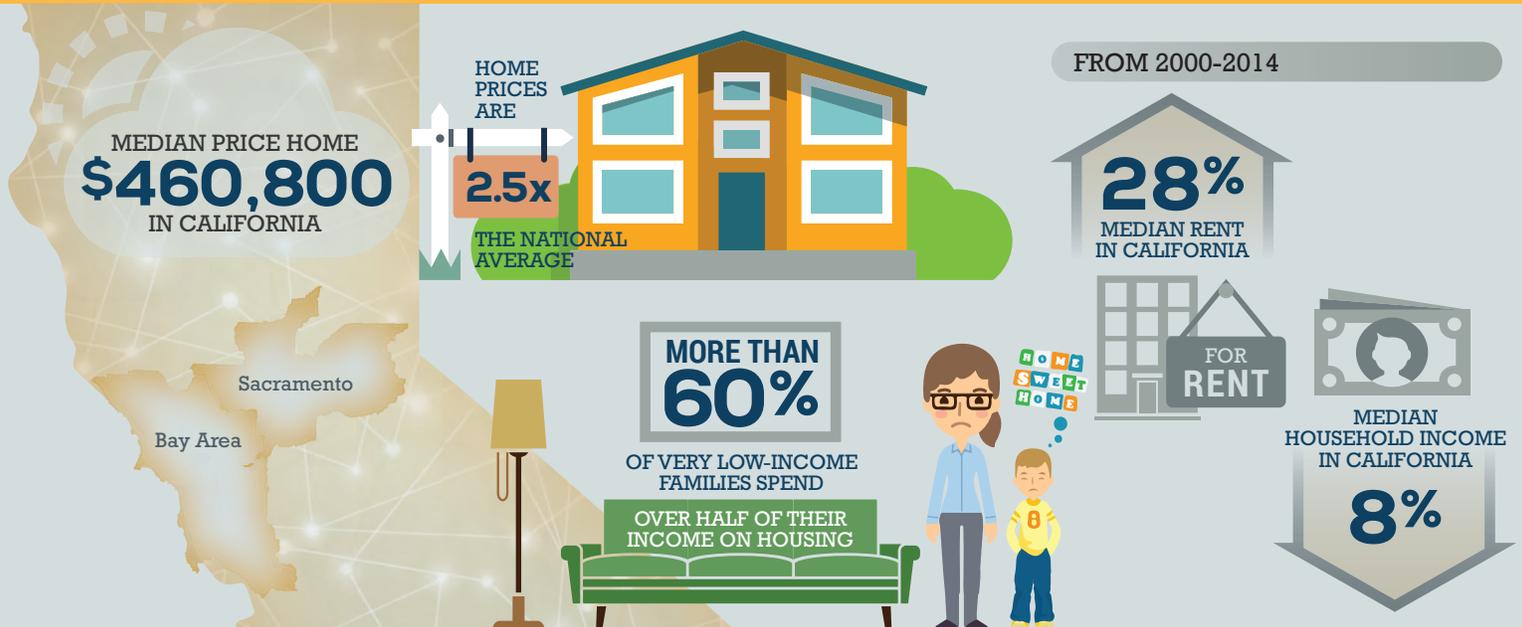
Download the full report at  
[www.scag.ca.gov/housingsummit](http://www.scag.ca.gov/housingsummit)

October/2016

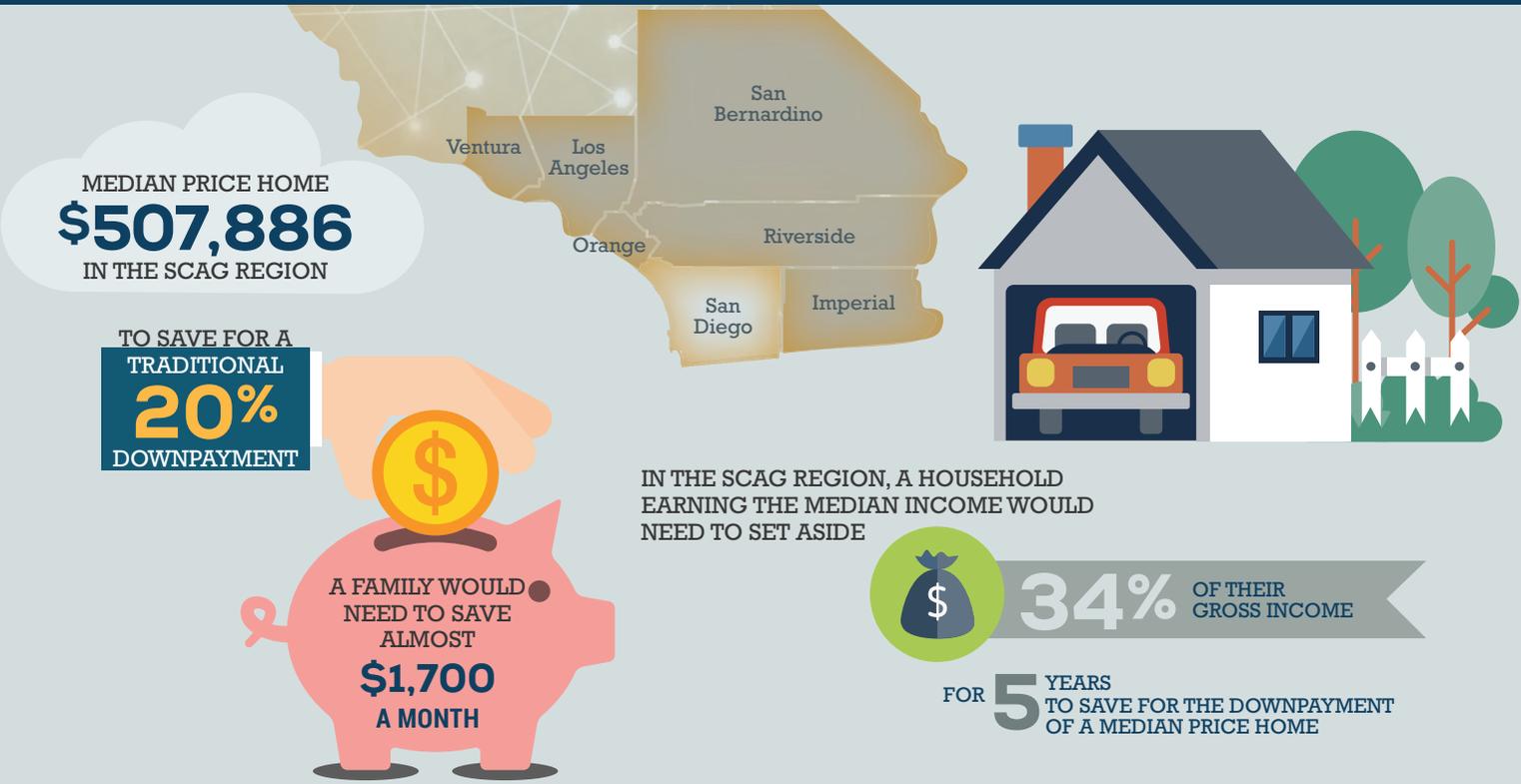


# WE HAVE A CRISIS STATEWIDE

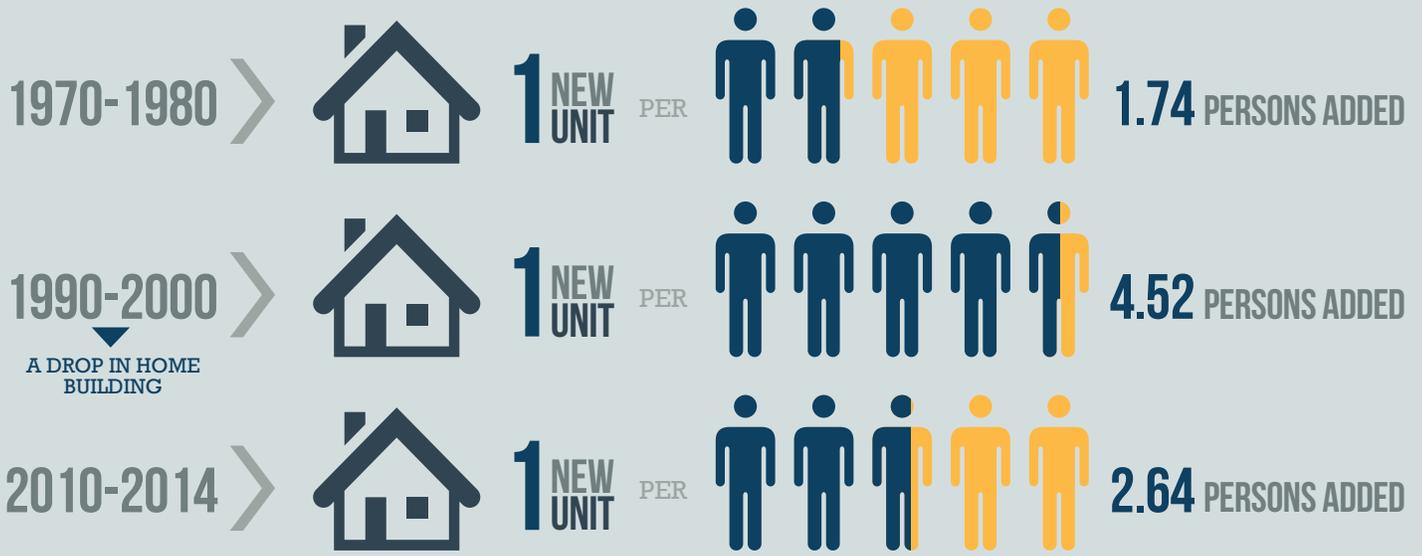
The housing crisis in California is due to a combination of both a housing shortage and a lack of affordability, and the problem is not limited to housing for low-income families.



## 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.



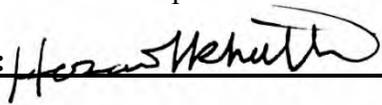
To find out strategies and solutions to address California's housing challenge, download the full report at [www.scag.ca.gov/housingsummit](http://www.scag.ca.gov/housingsummit)

**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:** 

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**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

# REPORT

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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  
F: (213) 236-1825  
www.scag.ca.gov

<b>All Regular Meetings are scheduled on the 1<sup>st</sup> Thursday of each month (Approved by the Regional Council 09-01-16)</b>	
<b>Executive/Administration Committee (EAC)</b>	<b>9:00 AM – 10:00 AM</b>
<b>Community, Economic and Human Development Committee (CEHD)</b>	<b>10:00 AM – 12:00 PM</b>
<b>Energy and Environment Committee (EEC)</b>	<b>10:00 AM – 12:00 PM</b>
<b>Transportation Committee (TC)</b>	<b>10:00 AM – 12:00 PM</b>
<b>Regional Council (RC)</b>	<b>12:15 PM – 2:00 PM</b>

**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

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- Executive/Administration  
Michele Martinez, Santa Ana
- Community, Economic & Human Development  
Bill Jahn, Big Bear Lake
- Energy & Environment  
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

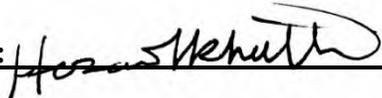
November 2, 2017

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:** Transportation Committee (TC)  
**FROM:** Annie Nam, Manager, Goods Movement & Transportation Finance; (213) 236-1827; [nam@scag.ca.gov](mailto:nam@scag.ca.gov)  
**SUBJECT:** 2016 California Statewide Local Streets and Roads Needs Assessment

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**  
*Margot Yapp, Vice President of Nichols Consulting Engineers, will present the findings of the 2016 California Statewide Local Streets and Roads Needs Assessment.*

**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, a) create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

**BACKGROUND:**  
In June, staff and Ms. Yapp provided an overview of the Regional Pavement Management System (RPMS), which uses data collected as part of the statewide needs assessment to calculate the operations and maintenance needs for the SCAG region's local streets and roads. That presentation and the RPMS was based on data collected for the 2014 California Statewide Local Streets and Roads Needs Assessment. This presentation will summarize the findings from the recent update. The 2016 California Statewide Local Streets and Roads Needs Assessment is anticipated to be released October 23, 2016.

The data collected for the statewide needs assessments is used for estimating system preservation needs in the SCAG region and was used for setting investment levels in the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS invests \$37.3 billion for operations and maintenance of regionally significant local streets and roads.

**FISCAL IMPACT:**  
Work associated with this item is included in the Fiscal Year 2016-2017 Overall Work Program (WBS Number 015.00159.01 RTP Financial Planning).

**ATTACHMENT:**  
"2016 California Statewide Local Streets and Roads Needs Assessment"



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**California Statewide  
Local Streets & Roads  
Needs Assessment**

**2016 Update**

Presented to:  
SCAG Transportation Committee  
November 3, 2016




**Project Sponsors**

- California State Association of Counties (CSAC)
- League of California Cities (League)
- County Engineers Association of California (CEAC)
- Regional Transportation Planning Agencies (RTPA)
- Rural Counties Task Force (RCTF)

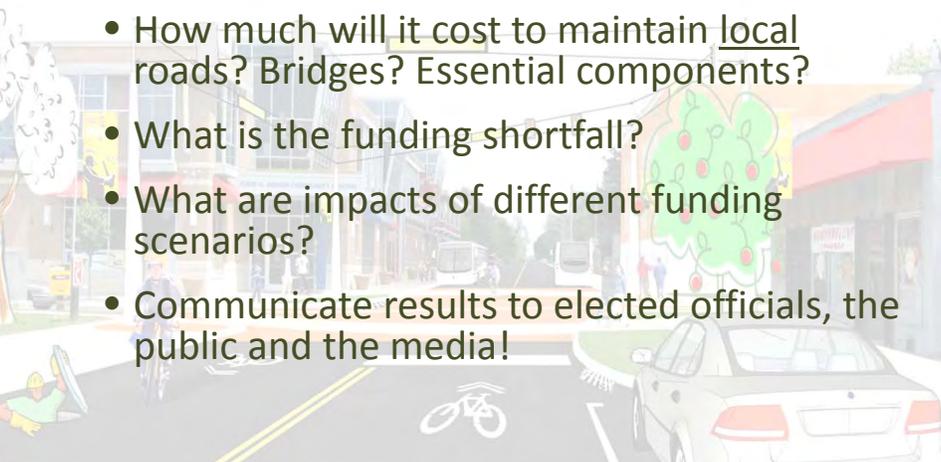


[www.SaveCaliforniaStreets.org](http://www.SaveCaliforniaStreets.org)



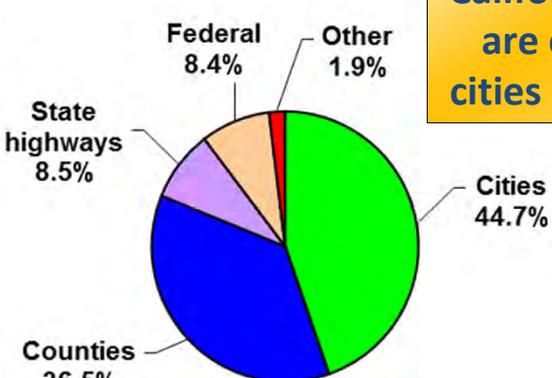
## Project Objectives

- What are pavement conditions statewide?
- How much will it cost to maintain local roads? Bridges? Essential components?
- What is the funding shortfall?
- What are impacts of different funding scenarios?
- Communicate results to elected officials, the public and the media!




## Local Roads Are A Huge Part of California's Network

**More than 81% of California's roads are owned by cities & counties!**



Ownership Type	Percentage
Cities	44.7%
Counties	36.5%
State highways	8.5%
Federal	8.4%
Other	1.9%



[www.SaveCaliforniaStreets.org](http://www.SaveCaliforniaStreets.org)

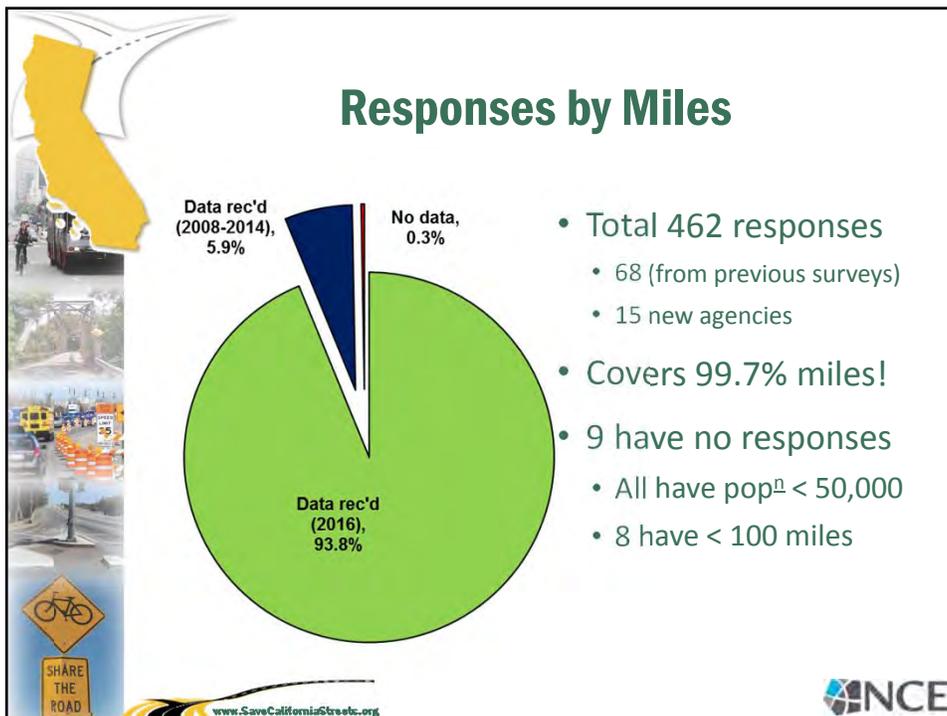


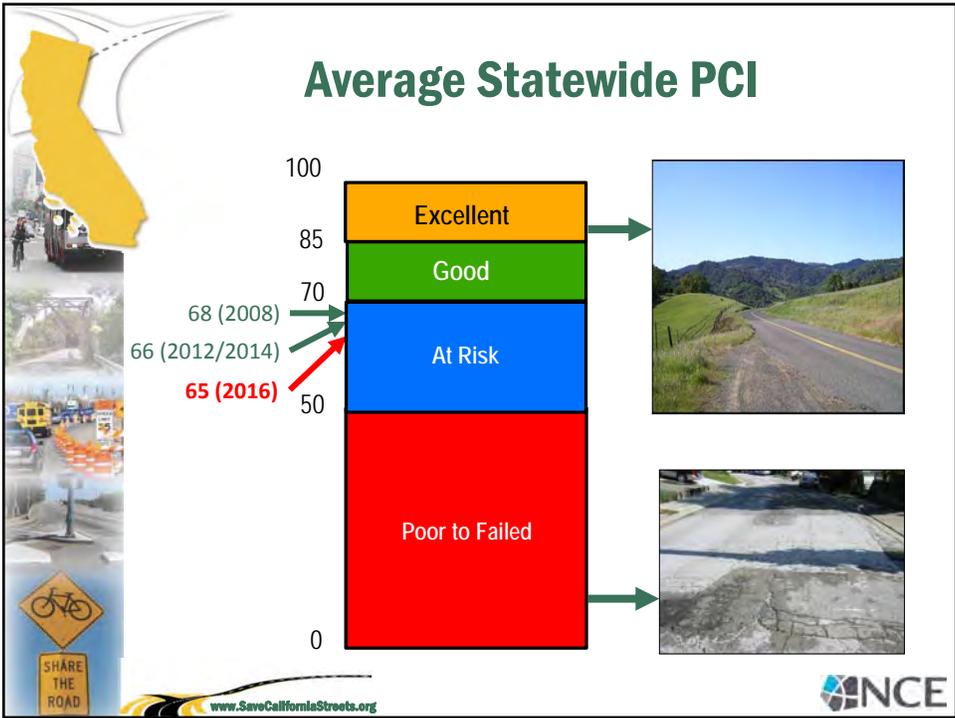
## Responses By Agency

Status	2008	2010	2012	2014	2016	
Final submittal	430	399	279	322	391	73%
Updated but not final			82	77	71	13%
No response	107	138	177	140	77	14%
<b>Total</b>	<b>537</b>	<b>537</b>	<b>538</b>	<b>539</b>	<b>539</b>	<b>100%</b>

**Final response rate = 86%**

## Responses by Miles

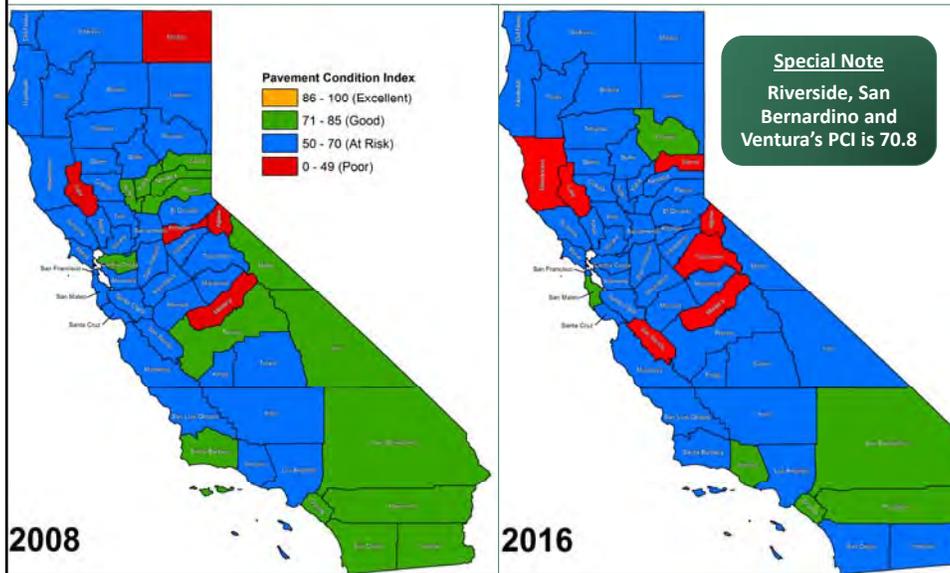




## PCI of 65 looks like this ...



## Average PCI by County



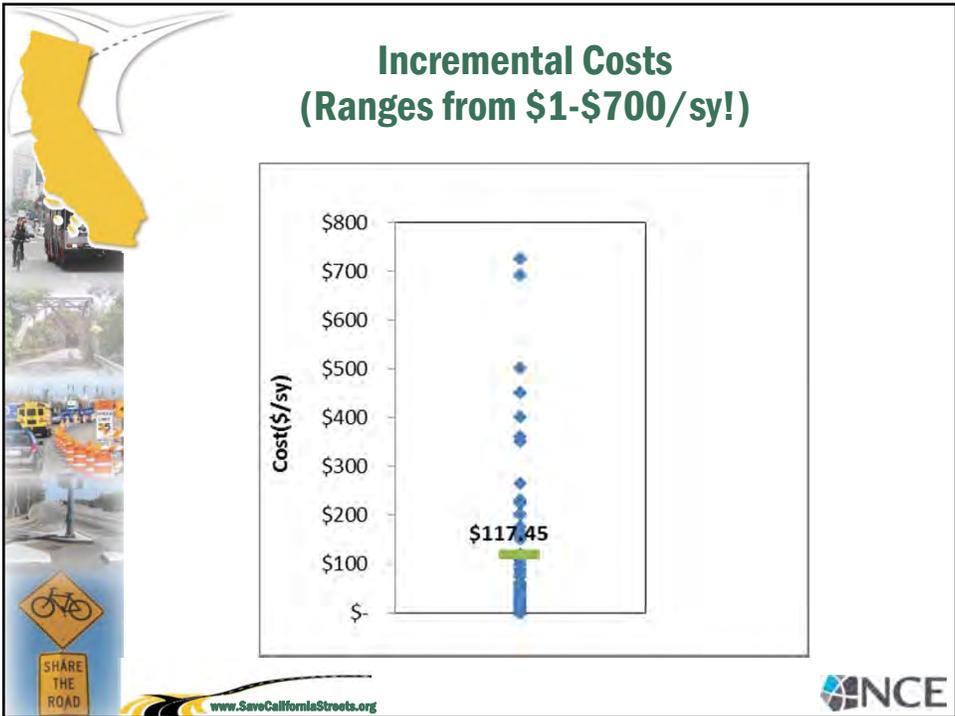
## Sustainable Technologies



## Sustainable Pavement Strategies

Pavement Strategies	No. of Responses	Average % Savings	Average % Additional costs
Reclaimed AC Pavement (RAP)	133	33%	
Cold in place recycling (CIR)	83	26%	
Hot in place recycling			
Cold central plant		24%	
Warm mix AC		18%	23%
Porous/Pervious			106%
Full depth recycling		28%	
Subgrade Stabilization			19%
Rubberized AC (RAC)	203		19%
Pavement Preservation	309	49%	

**Technological efficiencies may save as much as \$823 million/year**



## Complete Streets - Case Studies

**City of Glendale**

Population: 191,719

Street network: 336 miles

Complete street elements:

- Bulb outs and traffic circles
- Traffic signals
- Street trees
- Interpretive signing

Incremental cost: \$45/sy



**City of Pleasant Hill**

Population: 33,152

Street network: 109 miles

Complete street elements:

- ADA upgraded and sidewalks
- Bike lanes
- Landscaping
- LED lighting and signal

Incremental cost: \$88/sy



**City of Concord**

Population: 122,067

Street network: 310 miles

Complete street elements:

- Bicycle lanes
- Curb & gutters
- Sidewalks

Incremental cost: \$230/sy



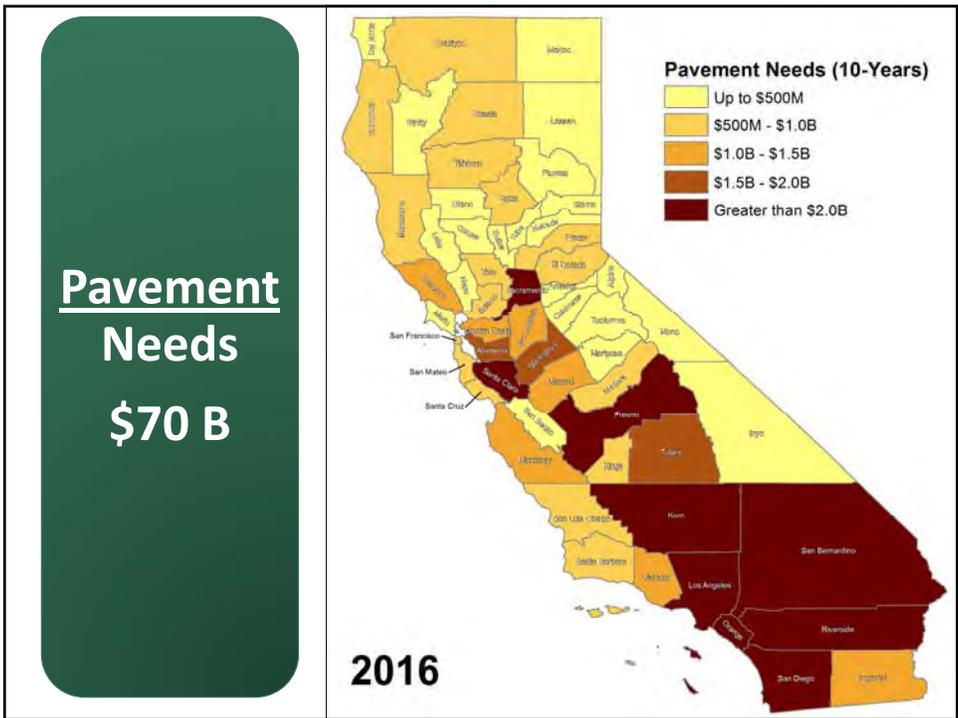


[www.SaveCaliforniaStreets.org](http://www.SaveCaliforniaStreets.org)





**There are 9,307 miles of unpaved roads that need \$918 million over 10 years**

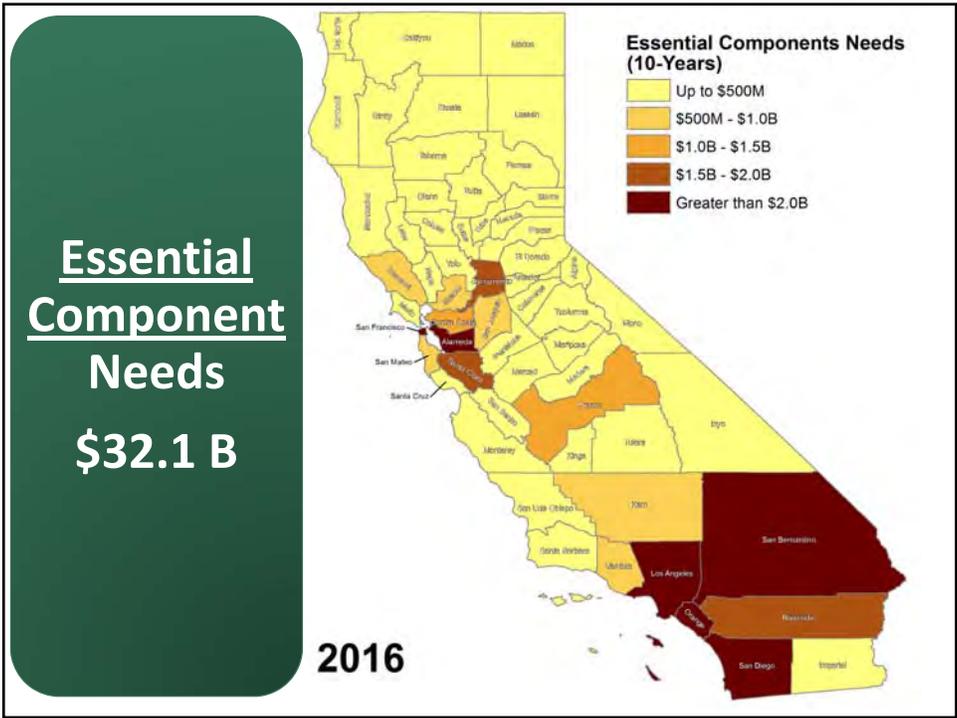




## Essential Components Include:



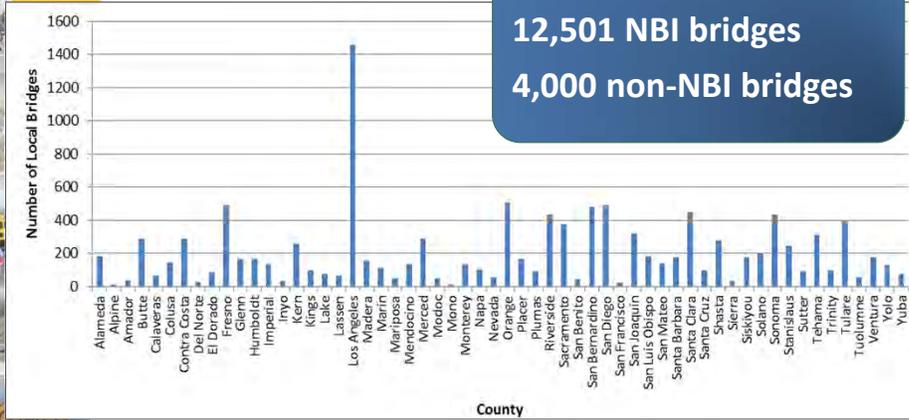
They add up ... approximately 30% of total needs!



# Local Bridges

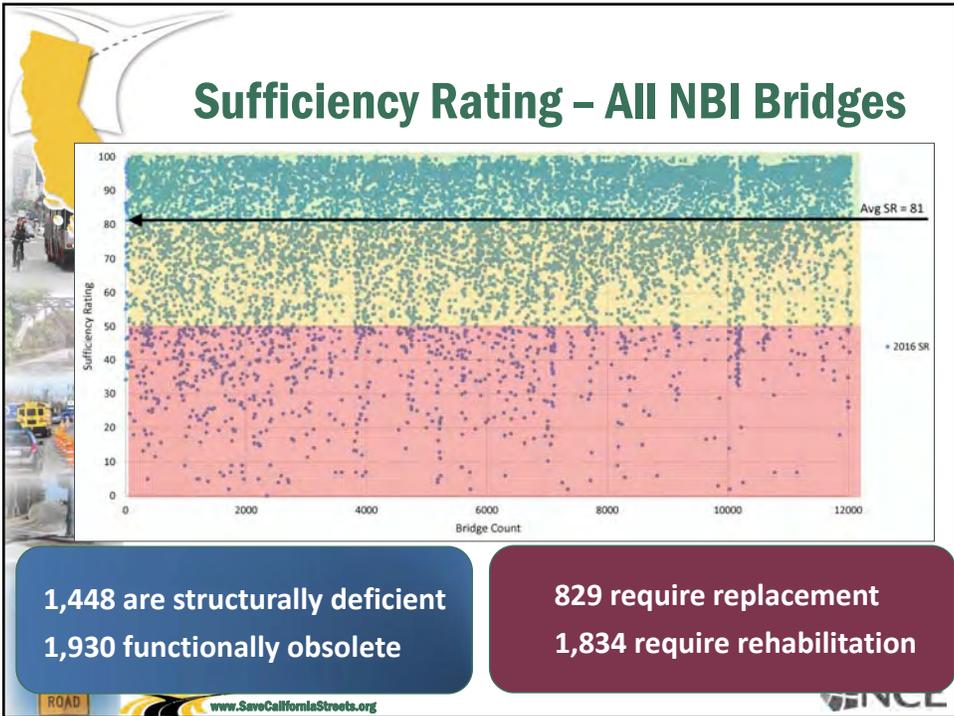
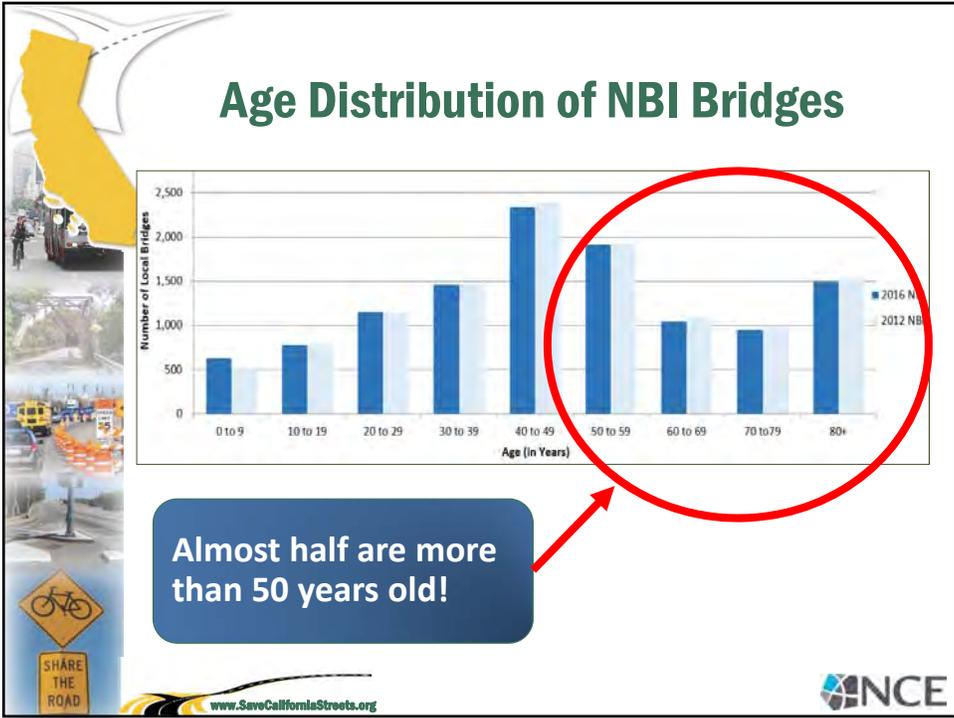


## How Many Local Bridges?

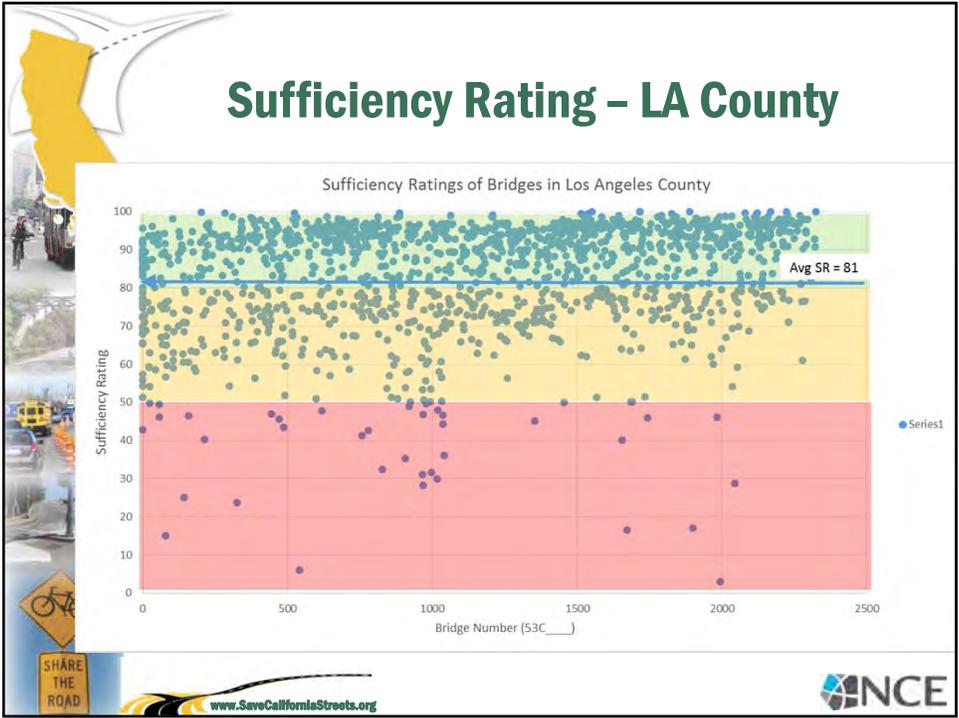


12,501 NBI bridges  
4,000 non-NBI bridges

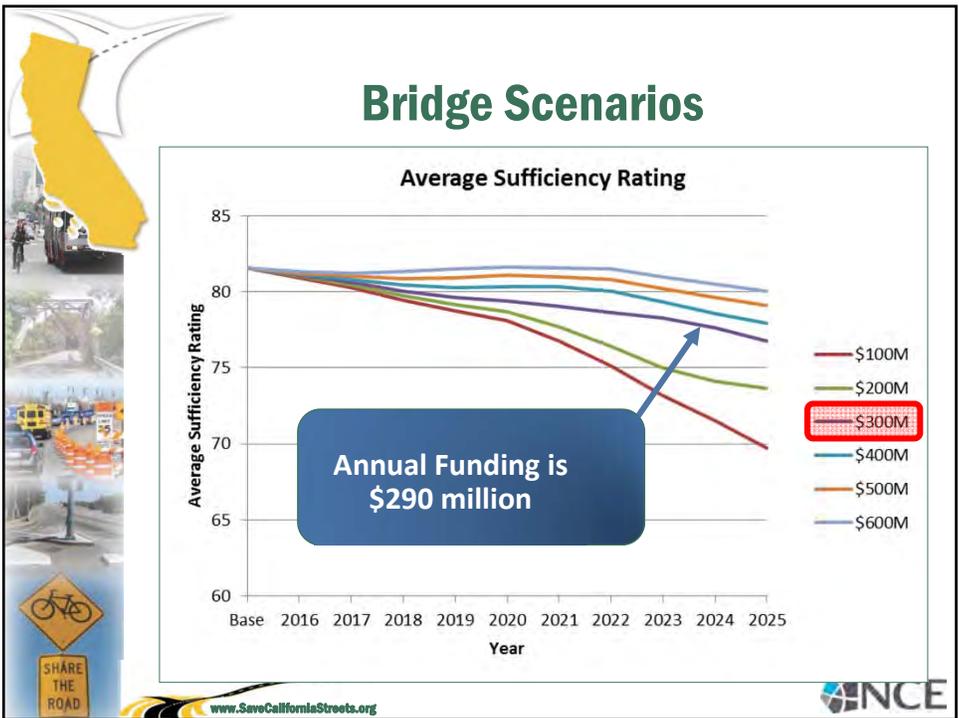


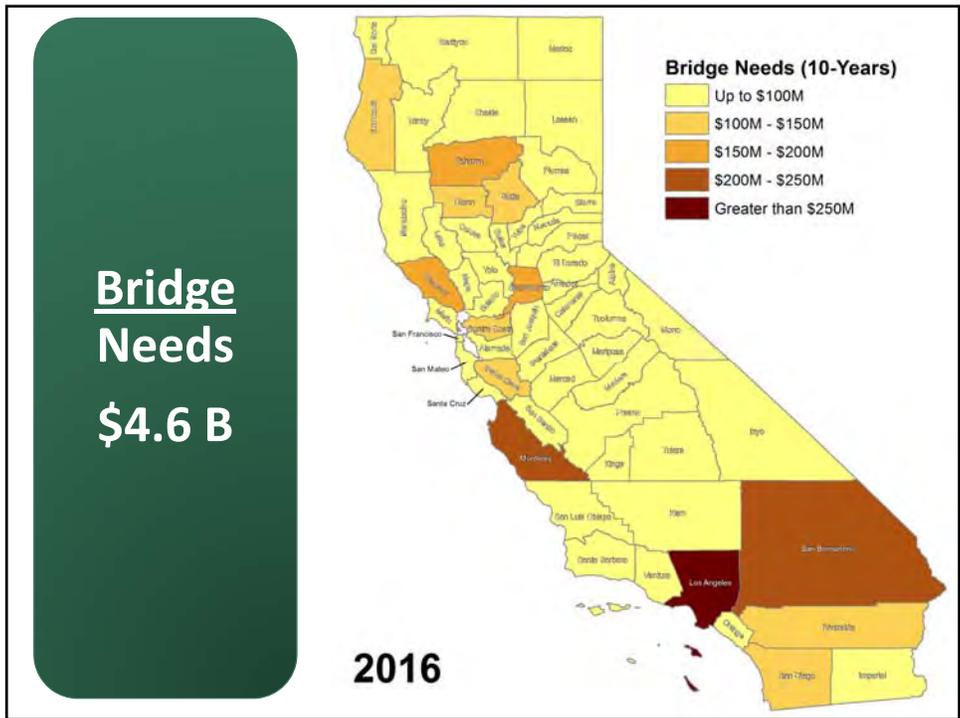
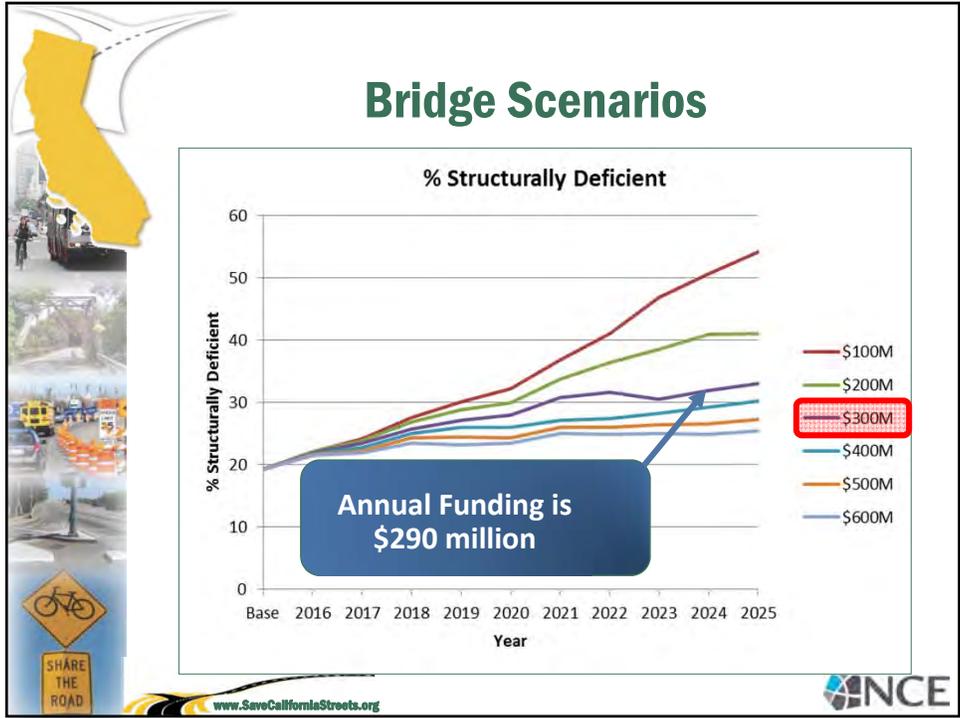


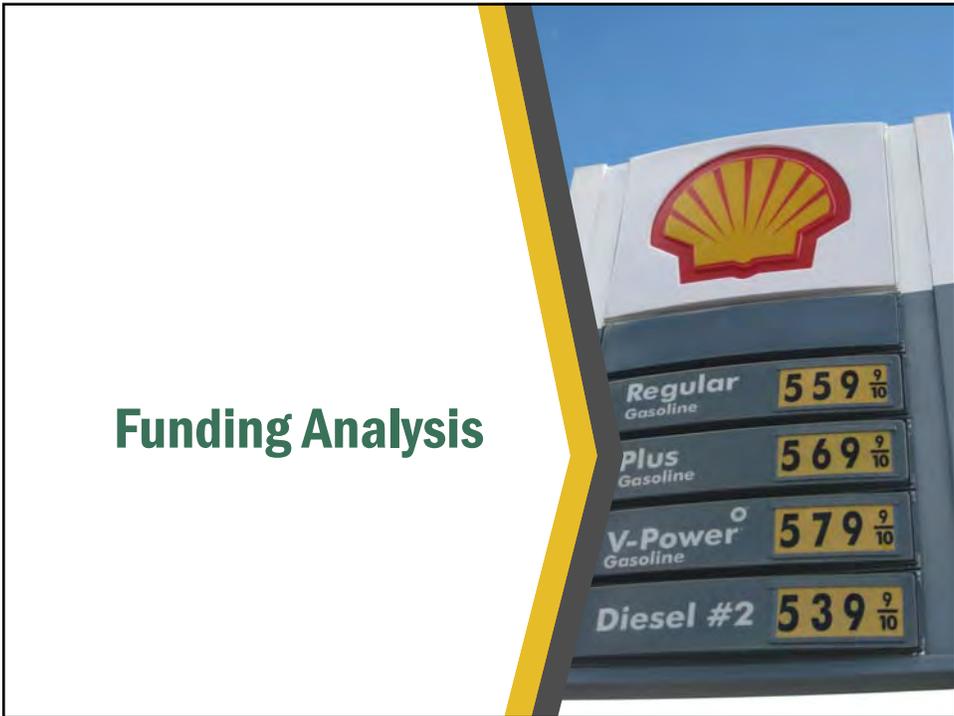
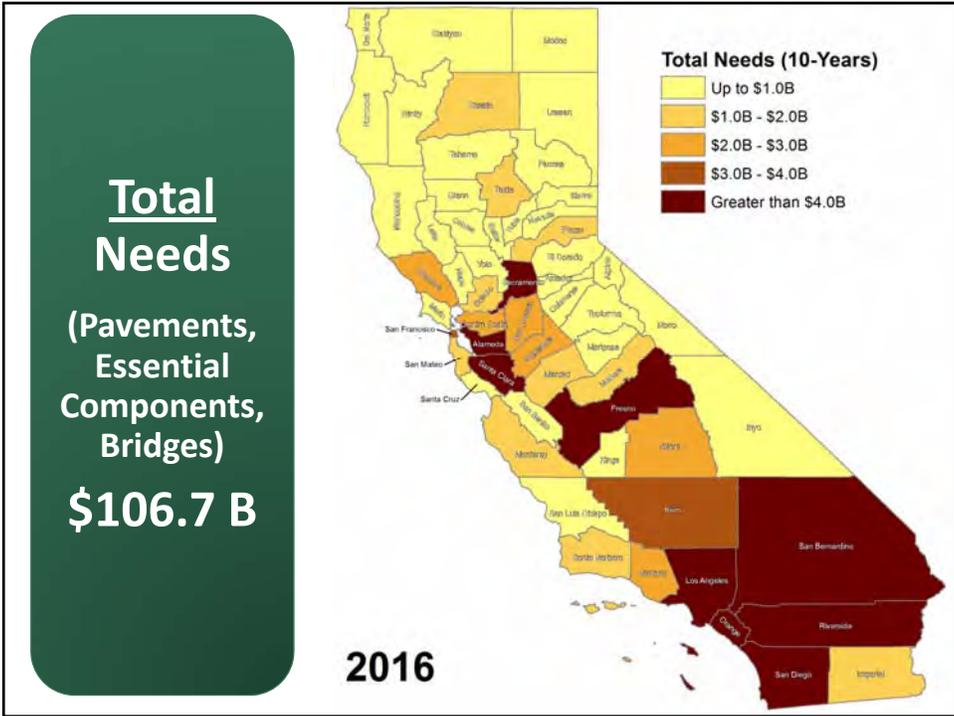
# Sufficiency Rating – LA County

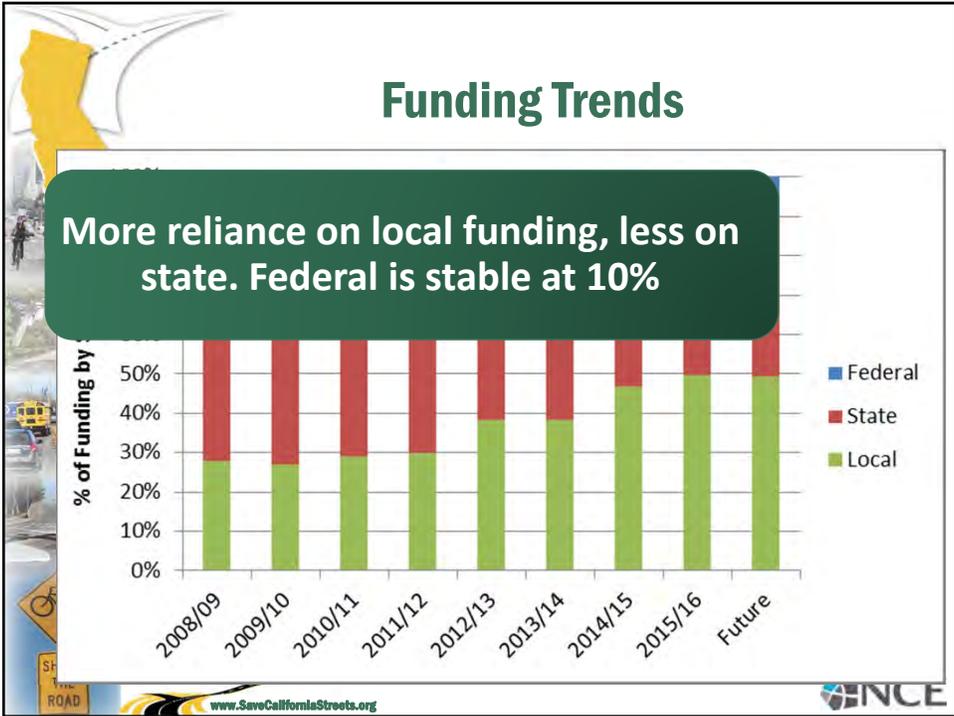


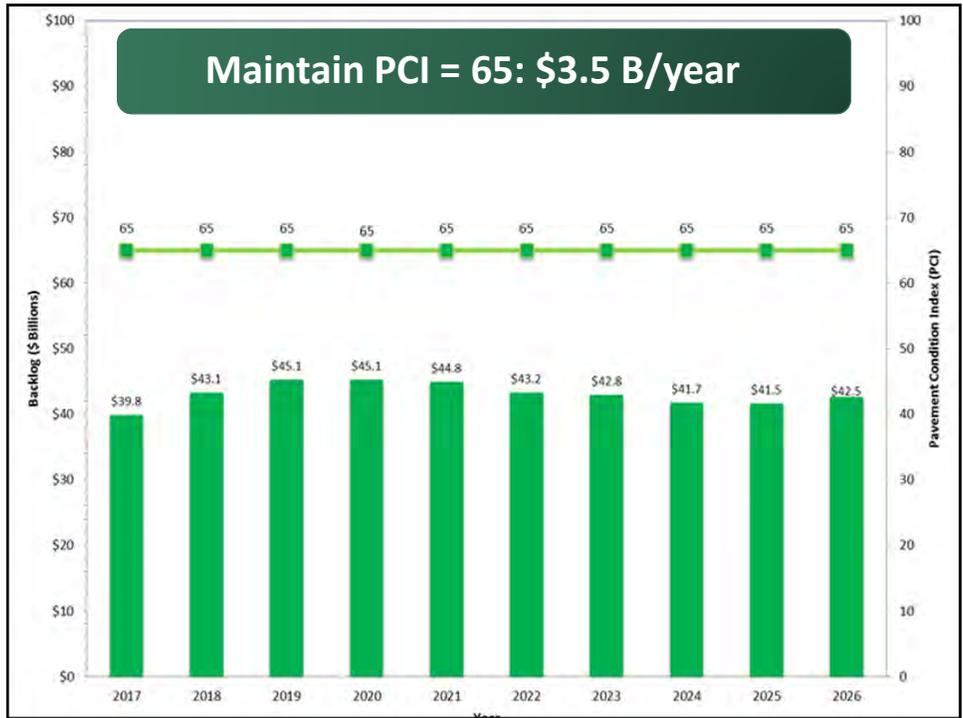
# Bridge Scenarios













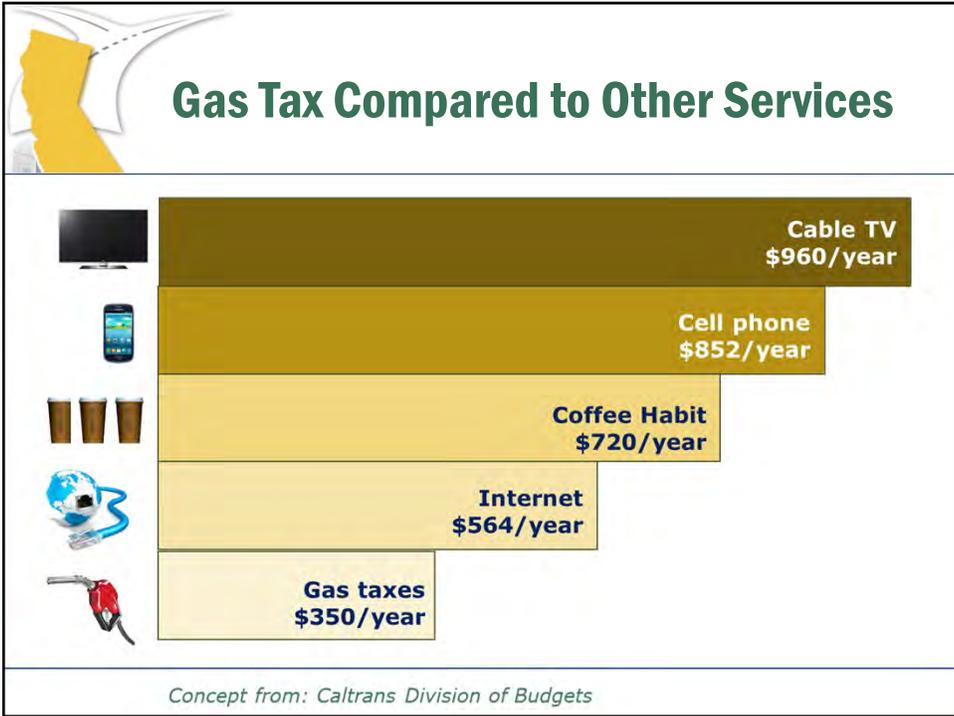
## Summary

Transportation Asset	10 Year Needs	Funding	Shortfall
Pavement	\$ 70.0	\$ 19.8	\$ (50.2)
Essential Components	\$ 32.1	\$ 11.0	\$ (21.1)
Bridges	\$ 4.6	\$ 2.9	\$ (1.7)
<b>Totals</b>	<b>\$ 106.7</b>	<b>\$ 33.7</b>	<b>\$ (73.0)</b>

For the average driver, this is an additional 67 cents a day




[www.SaveCaliforniaStreets.org](http://www.SaveCaliforniaStreets.org)



## Findings

- Local road network is deteriorating, and by 2026:
  - Average PCI will deteriorate from 65 to 56
  - Unfunded backlog will grow by \$20 billion in just 10-years
  - Almost a quarter of roads will be in failed condition
  - Similar conclusions for bridges, safety and other essential transportation components
- An additional \$7.3 billion/year is needed



[www.SaveCaliforniaStreets.org](http://www.SaveCaliforniaStreets.org)



## Conclusions

- Californians and our economy rely on the local transportation system
- New sustainable sources of revenues must be created that are focused on preservation of existing local road network
- Legislature is still in Special Session on Transportation until Nov. 30<sup>th</sup> – there is still time to act this year!

[www.SaveCaliforniaStreets.org](http://www.SaveCaliforniaStreets.org)



## Has this project been successful?

## “Toxic Talk” has Become Specific Funding Proposals in Sacramento

Potential Solutions	Potential Revenues (\$M/year)	Potential Local Streets & Roads Share
Technological Efficiencies	\$ 823	\$ 823
Adjust base gas tax for inflation & fuel economy changes (14 cpg increase)	\$ 2,100	\$ 1,050
Restore price-based excise tax to 17.3 cpg (7.5 cpg increase)	\$ 1,125	\$ 495
Index Gas Tax to CPI (2% annually)	\$ 54	\$ 27
Vehicle Registration Fee (\$60)	\$ 2,040	\$ 1,020
Vehicle License Fee (increase by 1% of value)	\$ 3,500	\$ 1,750
Return Weight Based Fees to Projects	\$ 1,000	\$ 440
Mile-Based Fee (Replace or Supplement Gas Tax)	Unknown	Unknown
Aspiring Counties Sales Tax Measures	\$ 399.6	\$ 150

SHARE THE ROAD

[www.SaveCaliforniaStreets.org](http://www.SaveCaliforniaStreets.org)



## Increased Visibility for LS&R

- Governor and Administration
- California State Legislature
- Caltrans & California Transportation Commission (CTC)
- Legislative Analyst’s Office (LAO)
- Cities and Counties
- Self Help Counties (Focus on the Future)
- MTC/Kern COG/SCAG/RCTF/RTPA
- ASCE/APWA
- Other groups – contractors, businesses, labor, active transportation and environmentalists

SHARE THE ROAD

[www.SaveCaliforniaStreets.org](http://www.SaveCaliforniaStreets.org)





**More Information At:**  
[www.SaveCaliforniaStreets.org](http://www.SaveCaliforniaStreets.org)

Margot Yapp, PE  
Vice President  
NCE  
myapp@ncenet.com

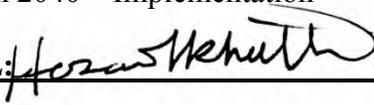


RTPA  
RCTF



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**DATE:** November 3, 2016  
**TO:** Transportation Committee (TC)  
**FROM:** Naresh Amatya, Acting Director of Transportation, 213-236-1885,  
[amatya@scag.ca.gov](mailto:amatya@scag.ca.gov)  
**SUBJECT:** California Transportation Plan 2040 – Implementation

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

For Information Only- No Action Required

**EXECUTIVE SUMMARY:**

*The California Transportation Plan (CTP) provides a long-range policy framework to meet California's future mobility needs and reduce greenhouse gas emissions. The CTP defines goals, performance-based policies, and strategies to achieve the collective vision for California's future statewide, integrated, multimodal transportation system. The plan envisions a sustainable system that improves mobility and enhances our quality of life. Gary Slater, California Department of Transportation (Caltrans) District 7 Deputy District Director for the Division of Transportation Planning and Local Assistance, will be present to brief TC members on CTP 2040 implementation.*

**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:**

Federal and state laws require California to prepare a statewide plan that provides direction for planning, developing, operating, and maintaining California's transportation system. Specifically, Senate Bill 391 (Liu, 2009) requires Caltrans to update the CTP every five years while showing how the State will achieve the statewide greenhouse gas reduction to meet the goals of Assembly Bill 32 (Núñez, 2006) and Executive Order S-3-05 (2005). The CTP 2040 is a statewide long-range policy plan that represents a vision for California's future transportation system. The plan's vision is to achieve a fully integrated, multimodal and sustainable transportation system in California that delivers on the "3 E's" – a prosperous **economy**, a quality **environment**, and social **equity**. The CTP 2040 defines goals, policies, and strategies to achieve a vision and recommended performance measures for assessing their effectiveness. It provides a common framework to help guide transportation decisions and investments that support a statewide, sustainable, and integrated multimodal transportation system. As the current plan's title suggests, the plan focuses on a 2040 planning horizon and reflects a changing transportation environment.

To learn more about the CTP: <http://www.dot.ca.gov/hq/tpp/californiatransportationplan2040/index.shtml>

# REPORT

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**FISCAL IMPACT:**

None

**ATTACHMENTS:**

1. PowerPoint Presentation: California Transportation Plan 2040
2. CTP Fact Sheet



**California**  
TRANSPORTATION PLAN  
**2040**

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Southern California Association of  
Governments – Transportation Committee  
Meeting  
818 W. 7<sup>th</sup> St. – 12<sup>th</sup> Floor  
Los Angeles, CA  
November 03, 2016

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Gary Slater  
Caltrans



## What is the CTP 2040?

The statewide, long-range transportation plan:

- Is done every 5 years with a 20-year horizon
- Defines **goals**, **policies**, and **strategies** and the future statewide, multimodal transportation system
- Integrates statewide modal plans
- Builds upon Regional Transportation Plans and Sustainable Communities Strategies
- Analyzes future alternatives and policies using robust modeling tools

# Why it is Important

1. Better understand interregional travel patterns and promote system cohesiveness
2. Summary of trends, challenges and themes from around the State
3. Forum to elevate issues to policy and decision makers and better coordination in general
4. Data consistency and transparency on interregional and freight movement
5. Models what kind of system is needed to reach California's GHG reduction goals



# Why it is Important

Reducing Greenhouse Gases: Shared Responsibilities SB 375 (Steinberg) and SB 391 (Liu)



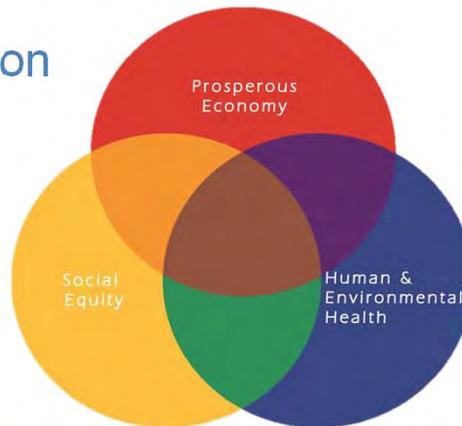
## The CTP 2040 Vision

California's transportation system is **safe**, **sustainable**, universally **accessible**, and **globally competitive**. It provides **reliable** and **efficient mobility** for people, goods, and services, while meeting the State's greenhouse gas emission reduction goals and **preserving** the unique character of California's communities.



## CTP – The Next 25 Years

Key to this vision is the 3 Es of sustainability:





## Long Range Plans & Programs

The CTP 2040 represents an important step towards integrating regional transportation planning documents and land use visions with a statewide plan.

The CTP also integrated - **Caltrans long-range plans and programs and local transportation plans** - with the latest tools and technology which identifies the policies and recommendations to address the challenges and opportunities for enhancing our ability to plan for and manage the State's future multimodal transportation system and reduce GHG emissions.

# Modal Plans

## INTEGRATES MODAL PLANS



# SB 391

How will the state achieve maximum feasible emission reductions in order to meet:

- 1990 GHG levels by 2020 (AB 32)
- 40% below 1990 by 2030 (SB 32)
- 80% below 1990 by 2050 (Gov. EO)



## Modeling for SB 391

The CTP 2040 modeling process integrated travel demand, air quality, and economic forecasting models to identify and analyze three scenarios that provided an in-depth analysis of forecasted GHG reduction, system performance, and economic benefits.



## Scenarios & Analysis

	Scenarios		
	1	2	3
MPO SCS Land Use & Transportation Plans	✓	✓	✓
Caltrans Modal Plan	✓	✓	✓
ARB Advanced Clean Cars and In-Use Standards	✓	✓	✓
Transportation VMT Reduction Strategies		✓	✓
Additional future fuel efficiencies and vehicle technologies			✓



## Transportation GHG Reduction by Scenario

California Greenhouse Gas Emissions Change



## Implementation Highlights...

### *Implementation Highlights*

- Improve transit/complete HSR Phase 1 by 2029
- Fix it First
- Improve efficiency and technologies of highways and roads
- Improve freight efficiency and the economy
- Improve communities
- Reduce transportation-system deaths and injuries
- Expand the use and safety of bike and pedestrian facilities
- Make our vehicles and transportation fuels cleaner
- Improve public health and achieve climate/environmental goals
- Secure permanent, stable, and sufficient transportation revenue



## For More Information...



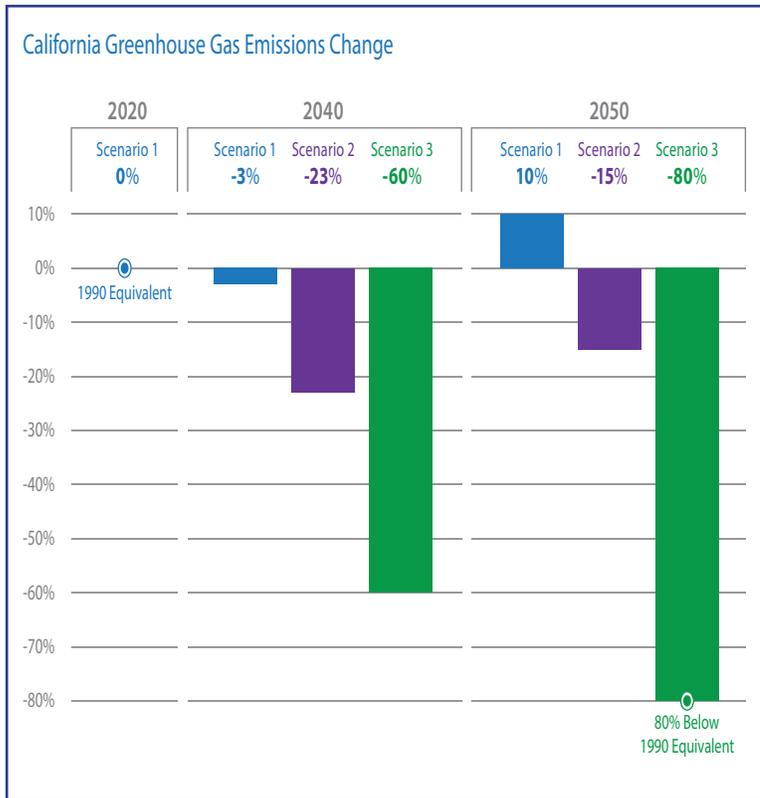
*Check out the CTP 2040 Website at:*  
[www.californiatransportationplan2040.org](http://www.californiatransportationplan2040.org)



# FACT SHEET

## WHY A CALIFORNIA TRANSPORTATION PLAN (CTP) 2040?

Transportation is crucial to our economy, environment, and everyday personal lives whether traveling to work, school, shopping, public services, and social and recreational opportunities. Therefore, to keep California moving into the future will require a transportation system that facilitates the reliable and efficient movement of people, goods, services, and information in a manner that is economically, environmentally, and equitably responsible.



Today's transportation system depends on working towards a shared vision to keep us moving toward the future. The CTP 2040 presents a long-term vision with a set of supporting goals, policies, and recommendations to help guide transportation-related decisions and investments to meet our future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP 2040 takes a "whole system" approach of integrating long-range statewide and regional transportation planning documents and programs with the latest tools and technologies to evaluate transportation and land use scenarios and policies.

## HOW TO MOVE CALIFORNIA FORWARD

The CTP 2040 modeling process integrates travel demand, air quality, and economic forecasting models to identify and analyze three scenarios. The evaluation of three scenarios illustrates how each path contributes to meeting California's GHG reductions targets. Starting with a 2010 base year, the CTP 2040 provides an in-depth analysis of future travel behavior, expected vehicle miles traveled (VMT), and GHG emission levels for the years 2020, 2040, and 2050.

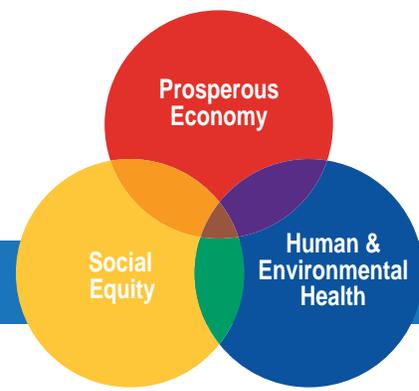
## IMPLEMENTATION HIGHLIGHTS

The succeeding implementation highlights illustrate the vision and direction the CTP 2040.

- Improve Transit
- Reduce long-run repair and maintenance costs
- Improve highways and roads
- Improve freight efficiency and the economy
- Improve communities
- Reduce transportation-system deaths and injuries
- Expand the use and safety of bike and pedestrian facilities
- Make our vehicles and transportation fuels cleaner
- Improve public health and achieve climate and other environmental goals
- Secure permanent, stable, and sufficient transportation revenue

## ROLLOUT PLAN

Caltrans will launch a rollout plan to bring together our transportation partners and stakeholders to share ideas and foster implementation of the CTP 2040 for future transportation-related planning, decision-making, and investments.



# THE VISION

## SUSTAINABILITY

California's transportation system is safe, sustainable, universally accessible, and globally competitive. It provides reliable and efficient mobility for people, goods, and services, while meeting the State's greenhouse gas emission reduction goals and preserving the unique character of California's communities.

## THE GOALS

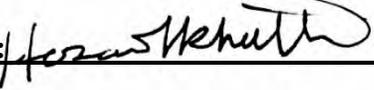
- 1** Improve Multimodal Mobility and Accessibility for All People
- 2** Preserve the Multimodal Transportation System
- 3** Support a Vibrant Economy
- 4** Improve Public Safety and Security
- 5** Foster Livable and Healthy Communities and Promote Social Equity
- 6** Practice Environmental Stewardship

## THE POLICIES

<b>POLICY 1</b> Manage and Operate an Efficient Integrated System	<b>POLICY 1</b> Apply Sustainable Preventative Maintenance and Rehabilitation Strategies	<b>POLICY 1</b> Support Transportation Choices to Enhance Economic Activity	<b>POLICY 1</b> Reduce Fatalities, Serious Injuries, and Collisions	<b>POLICY 1</b> Expand Engagement in Multimodal Transportation Planning and Decision Making	<b>POLICY 1</b> Integrate Environmental Considerations in All Stages of Planning and Implementation
<b>POLICY 2</b> Invest Strategically to Optimize System Performance	<b>POLICY 2</b> Evaluate Multimodal Life Cycle Costs in Project Decision Making	<b>POLICY 2</b> Enhance Freight Mobility, Reliability, and Global Competitiveness	<b>POLICY 2</b> Provide for System Security, Emergency Preparedness, Response, and Recovery	<b>POLICY 2</b> Integrate Multimodal Transportation and Land Use Development	<b>POLICY 2</b> Conserve and Enhance Natural, Agricultural, and Cultural Resources
<b>POLICY 3</b> Provide Viable and Equitable Multimodal Choices Including Active Transportation	<b>POLICY 3</b> Adapt the Transportation System to Reduce Impacts from Climate Change	<b>POLICY 3</b> Seek Sustainable and Flexible Funding to Maintain and Improve the System		<b>POLICY 3</b> Integrate Health and Social Equity in Transportation Planning and Decision Making	<b>POLICY 3</b> Reduce Greenhouse Gas Emissions and Other Air Pollutants
					<b>POLICY 4</b> Transform to a Clean and Energy Efficient Transportation System



**DATE:** November 3, 2016  
**TO:** Transportation Committee  
**FROM:** Steve Fox, Senior Regional Planner; 213-236-1855; fox@scag.ca.gov  
**SUBJECT:** SANBAG Advanced Regional Rail Integrated Vision – East (ARRIVE) Corridor

**EXECUTIVE DIRECTOR’S APPROVAL:** 

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**RECOMMENDED ACTION:**  
For Information Only - No Action Required.

**EXECUTIVE SUMMARY:**  
*This item will update Transportation Committee (TC) members on the San Bernardino Associated Governments (SANBAG) ARRIVE Corridor project. The SANBAG ARRIVE Corridor includes the San Bernardino County rail stations along the Metrolink San Bernardino Line including Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, San Bernardino, and the new Downtown San Bernardino station opening next year. The goal of the project is to improve transit-oriented development (TOD) around the stations and transition them to vibrant activity centers over time. Steve Smith, Director of Planning at SANBAG will be present to brief TC members.*

**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:**  
SANBAG and SCAG recently completed a TOD vision and implementation strategy for the Metrolink San Bernardino Line corridor in San Bernardino County, which was funded by a Caltrans Sustainability Grant. The *Advanced Regional Rail Integrated Vision – East (ARRIVE) Corridor* study developed practical strategies for transitioning the Metrolink San Bernardino Line corridor from the traditional commuter rail model it has been – ferrying passengers to the downtown Los Angeles central business district from “suburban” communities – to a more integrated regional, intra-county rail corridor with many origins and destinations occurring within San Bernardino County itself. The main objective is to increase the number of passengers arriving via rail in the county to work, shop, recreate, and do business in the station areas.

With this goal in mind, Metrolink is being extended to downtown San Bernardino next year, providing a significant additional destination for eastbound commuters. This new station will connect with Omnitrans’ sbX BRT, and Redlands Rail, a nine-mile passenger rail service from downtown San Bernardino to Redlands with revenue service beginning in 2020. Together, these services will create 32 miles of regional rail service in San Bernardino County, longer than existing rail systems in Phoenix, Minneapolis, Pittsburgh, and Charlotte.



# REPORT

The Metrolink system in general, and the San Bernardino Line in particular, have been highly successful at improving mobility in the SCAG region; but non-peak hour and non-peak directional trains could be considered underutilized assets, as they carry many empty seats on some trips. In addition, even though the San Bernardino Line is the busiest in the Metrolink system, almost 90 percent of its riders access the system by auto, and only about six percent walk or bike to the stations. This demonstrates that land use around the stations lacks sufficient TOD and activity uses to take advantage of this unused passenger rail capacity.

The study employed an interdisciplinary team, including the Urban Land Institute, to examine the opportunities, constraints, and barriers to transitioning these station areas to activity centers in their own right, over time. The six Metrolink San Bernardino Line stations are:<sup>1</sup>

Montclair. The Montclair TransCenter has excellent connectivity to numerous bus lines, including Foothill Transit, Omnitrans, and Riverside Transit Agency (RTA); and is adjacent to the Pacific Electric Bike Trail. If funding is secured, it will be the terminus of the Foothill Gold Line Phase 2B. It is surrounded by surface parking lots that are greatly under-utilized. Two new residential developments—The Paseos and Arrow Station—were recently completed. In addition, the City of Montclair recently adopted the *North Montclair Downtown Specific Plan*, which sets forth the framework for creating a TOD district around the TransCenter.

Upland. The Upland Station is located in the heart of Old Town Upland adjacent to the historic citrus packing district, which includes numerous developable parcels. The station is very walkable and also adjacent to the Pacific Electric Bike Trail, but bus connectivity is not ideal. The City is encouraging TOD, and the Lyons residential project is under construction just to the southeast of the station.

Rancho Cucamonga. The Rancho Cucamonga Station area is dominated by industrial land uses, although there are areas of low-density residential development in the northern part of the station area. The station is surrounded by large parking lots, which are well-utilized. Connecting bus service does not have good frequency and access to the station by walking is challenging. The city recently approved the Empire Lakes development, a former golf course, where the Lewis Group of Companies plans to build between 2,650 and 3,450 homes.

Fontana. The Fontana Station is located just south of historic downtown Fontana, including the civic center, and has very good bus connectivity. There are many under-utilized land parcels, however, adjacent to and near the station that could support an array of TOD.

Rialto. The Rialto Station is also located in historic downtown Rialto, and is in close proximity to the civic center. Bus connectivity to the station is not ideal, and there are vacant and under-utilized land parcels immediately adjacent to the station.

San Bernardino. The San Bernardino Station is located at the historic Santa Fe Depot. The station area includes a surface parking lot as well as a parking structure, and many Metrolink commuters drive far distances to the station as it is the terminus of the Metrolink San Bernardino Line. Transit service is not optimal, with just one Omnitrans line and one Mountain Area Regional Transit Authority (MARTA)

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<sup>1</sup> The future Downtown San Bernardino Metrolink station was not included in the study as it is opening in 2017. It will however be a part of the ARRIVE corridor development efforts going forward.

line as bus service. The Amtrak Southwest Chief providing daily service to Chicago also stops at the station. The land use around the station area has limited commercial uses and includes a blighted residential area.

The study examined each station area, using half-mile and three-mile buffers, but also the corridor as a whole. Challenges identified in the land use analysis include:

- Relatively infrequent transit service, especially at certain stations and mostly in the north/south direction;
- The cost of redevelopment;
- Some station-area land values do not yet pencil out for TOD;
- The loss of financing mechanisms with redevelopment agency dissolution;
- Competition with nearby greenfield sites;
- A perceived limited development opportunity and a high degree of parcelization existing at some of the station areas;
- Some of the county's key destinations are outside of the three-mile buffer (e.g. hospitals, malls, Ontario International Airport); and
- Noise and air quality concerns (locomotives).

Recommendations and Funding. The most substantial study recommendation is to create a non-profit marketing board to promote station-area development. Its focus would be to promote TOD to developers and city leadership and elected officials. It could start as a memorandum of understanding between the six cities and perhaps the county, and would lead multi-jurisdictional initiatives to encourage TOD, provide funding for corridor-wide improvements, coordinate cities' branding and marketing efforts, establish a clear housing strategy for TOD developers, and work towards expanding the initial membership to include private sector partners. Over time, the marketing board could evolve into a sub-regional economic development corporation which could purchase, hold, and consolidate land, as well as support development through prototypes with additional funding sources.

Other recommendations include:

Metrolink Operational Improvements. Improvements include double-tracking, increasing train frequency, reducing fares for short trips, reducing emissions and greenhouse gases with Tier 4 locomotives, and ticketing improvements such as new ticket vending machines and paperless ticketing.

Station Accessibility and Mobility Improvements. Improvements include pedestrian and bicycle accessibility improvements and infrastructure at the stations (first/last mile), improved bus service and access to the stations, and improving bus/rail connectivity.

Transportation Improvements. Improvements include Metrolink infrastructure, Foothill Gold Line Phase 2B to Montclair, the West Valley Connector between downtown Pomona and Fontana, Redlands Rail, and first bus, then rail service between the Rancho Cucamonga station and Ontario International Airport.

# REPORT

Land Use Improvements. Improvements include branding the rail stations along the corridor, permitting and building residential and mixed-use TOD development at the stations, encouraging transit-related retail and commercial uses, establishing adaptive reuse policies, and establishing “park-once” districts.

The study recommended several funding strategies including:

- Cap and Trade funding;
- Value Capture through Enhanced Infrastructure Financing Districts (EIFDs) or Tax Subventions;
- New Markets Tax Credits (NMTCs);
- Community Facilities Districts (CFDs);
- Benefit Assessment Districts and Business Improvement Districts (BIDs);
- Parking Districts;
- Affordable Housing Funding; and
- Parks and Open Space Funding.

Positive Developments. Many positive developments have already occurred along the corridor including: 1) The Paseos and Arrow Station TOD projects being constructed in Montclair; 2) Upland and SANBAG recently completed a joint development study for SANBAG-owned property south of the Upland Metrolink station; 3) Rancho Cucamonga approved a high-density urban community adjacent to its Metrolink station, as well as the Empire Lakes development; 4) The Cities of Fontana and Upland are updating their general plans; and 5) Metrolink has implemented its station-to-station \$3.00 pilot fare program.

The SANBAG ARRIVE Corridor final report, video and other project materials can be accessed at [http://www.sanbag.ca.gov/planning2/study\\_arrive.html](http://www.sanbag.ca.gov/planning2/study_arrive.html).

## **FISCAL IMPACT:**

Work associated with this item was included in the Fiscal Year 2015-2016 Overall Work Program (WBS Number 16-145.SCG003249.01-SANBAG: Advanced Regional Rail Integrated Vision-East (ARRIVE) Corridor).

## **ATTACHMENT:**

PowerPoint Presentation: SANBAG ARRIVE Corridor

# THE ARRIVE CORRIDOR

## SCAG TRANSPORTATION COMMITTEE

Overview of ARRIVE:  
Advanced Regional Rail Integrated Vision – East

November 3, 2016



1

## WHY FOCUS ON THE METROLINK SAN BERNARDINO LINE?

- ❑ **Metrolink corridor has been successful, but is an underutilized transportation asset**
- ❑ **Highest ridership line on Metrolink system**
  - 11,000 weekday boardings on 38 trains
- ❑ **Good train frequencies for commuter rail**
  - 20-30 min. peak, 60 min. off-peak
- ❑ **Growing connectivity**
  - Transit centers at 3 of the 7 stations
- ❑ **Increasing TOD activity in the west end**
- ❑ **Part of an economic development strategy for the Valley**
- ❑ **We own the line**
  - Limited freight traffic



### INCREASED SERVICE

By 2020  
48 trains, 3 more round trips express trains

2020 – 2035  
56 trains, 28 round trips by adding additional trains during non peak service time frames

SOURCE: METROLINK SAN BERNARDINO LINE INFRASTRUCTURE IMPROVEMENT STRATEGIC STUDY

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## WE ARE FULLY AWARE OF THE CHALLENGES

- ❑ It is a **commuter rail line**, focusing on peak directions, with limited off-peak service
- ❑ **Noise and air quality concerns**
- ❑ **Cost of redevelopment**
- ❑ **Land values and economics “not there yet”** for vertical development in some stations
- ❑ **Loss of financial tools** with Redevelopment Agency dissolution (e.g. land assembly)
- ❑ Competition from **greenfield sites**
- ❑ Perceived **limited development opportunities**
- ❑ Key **destinations outside “catchment area”** (e.g. hospitals, malls, Ontario International Airport)



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## CHALLENGES – DISTRIBUTION OF MAJOR TRIP GENERATORS



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## ARRIVE VIDEO



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## ARRIVE CORRIDOR VISION STATEMENT

*Transition the ARRIVE Corridor, over time, to an integrated Transit Oriented Development (TOD)/regional rail corridor, serving residents and businesses within active, growing, transit-oriented communities at the seven station locations and providing a high degree of transit interconnectivity to San Bernardino Valley destinations*



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## TOOLS TO IDENTIFY CORRIDOR STRATEGY

### ❑ Station area assessment

#### ❑ Land Use

- ❑ Existing
- ❑ Parcel ownership
- ❑ Future opportunities

#### ❑ Transit Service

- ❑ Topography/Physical Barriers
- ❑ Active Transportation Infrastructure

### ❑ Lessons learned

- ❑ Market assessment (travel market and economic market)
- ❑ Expert panel (ULI)
- ❑ Stakeholder involvement
- ❑ Funding options



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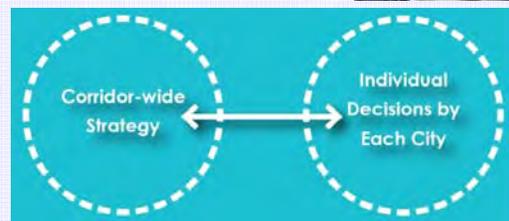
## ARRIVE CORRIDOR OVERALL STRATEGY

### ❑ Corridor-wide Vision and Strategies

- Keep strengthening the transit and multi-modal network
- Build a “critical mass” of origins and destinations
- Improve connectivity internally and to peripheral destinations
- Position the entire corridor to attract investment, recognizing it will happen faster in some station areas than others

### ❑ Individual decisions by the cities in context of the corridor-wide game plan

- Refine the regulatory environment to make it easier for TOD to occur
- Continue to nurture partnerships with TOD developers and secure funding

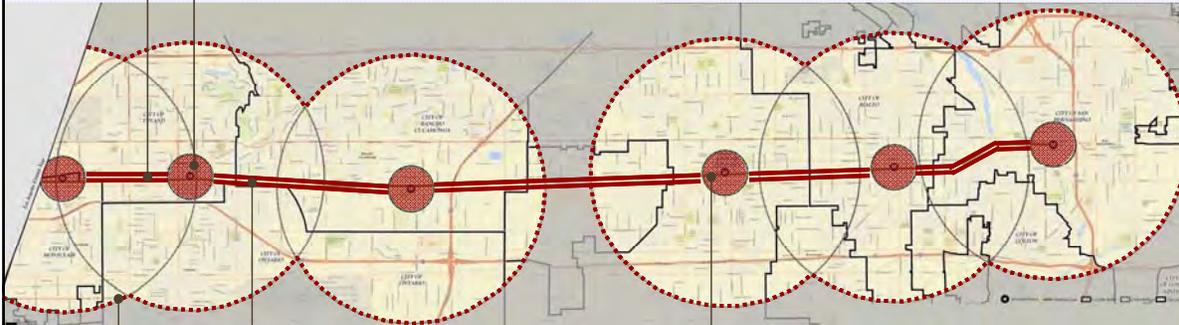


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## OVERALL CORRIDOR-WIDE VISION

### 1. Metrolink Operations Improvements (short and long-term)

### 2. Metrolink Station Area Physical Character and Infrastructure Enhancements for Future TODs (1/2-mile)



### 4. Champion the Expansion and Operation of the Network

### 5. Creating a Dynamic Urban Environment through Land Use Tailored to Individual Stations

### 3. Metrolink Station Accessibility and Mobility Improvements (3 miles)

### 6. Park-Once Districts

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## OVERALL CORRIDOR-WIDE VISION

### 1. Metrolink Operations Improvements

- Reducing fare structure for short trips
- Improving air quality through Tier 4 locomotives
- Ticketing improvement
- Double-tracking of two segments
- Increasing train frequency and mid-day trains, over time



### 2. Physical Character and Infrastructure Enhancements for Future TODs

- Railway corridor as a “transit entrance” to the cities
- Parcel assembly
- Infrastructure readiness for TOD
- Landscape/Open Space and sidewalk improvements
- Quiet Zones, in long term



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## OVERALL CORRIDOR-WIDE VISION

### 3. Metrolink Station Accessibility and Mobility Improvements

- Pedestrian and bicycle accessibility to the Metrolink stations
- Bus service/access to the Metrolink stations (1<sup>st</sup> and last mile)
- More seamless rail/bus integration



### 4. Champion the Expansion and Operation of the Network

- Gold Line extension
- West Valley Connector and ONT connection
- Redlands Rail
- Metrolink improvements
- “It’s the Network”



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## OVERALL CORRIDOR-WIDE VISION

### 5. Creating a Dynamic Urban Environment through Land Use Tailored to Individual Stations, Over Time

- Higher density/intensity residential and mixed-use TOD development at the stations, as appropriate
- Transit related retail and commercial uses
- Adaptive reuse
- Attract daytime (employment-focused) and evening (leisure-focused) populations



### 6. Park-Once Districts, Where Practical

- Shared parking allows for multiple stops but park only once
- Enhances place-making by freeing up space for development and public gathering



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## EXISTING CONDITIONS, OPPORTUNITIES, VISION AND STRATEGIES FOR INDIVIDUAL CITIES

### □ Land Use Alternatives

- Characteristics of TOD and TOD case studies
- For each city: Land Use Concepts and Recommendations for land use, mobility and placemaking



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## IMPLEMENTATION STRATEGY (SHORT-TERM ACTIONS – 0-5 YEARS)

### □ MARKETING TOD OPPORTUNITIES

- View as a corridor, not just individual station areas
- Possible Marketing Board to promote station development opportunities
- Focus would be to promote TOD to developers and community leadership

### □ STATION AREA IMPROVEMENTS

- Bicycle-pedestrian improvements and way-finding signage in station areas
- Cities and transportation agencies pursue funding for improvements
- Possible infrastructure finance districts for selected areas

### □ IMPROVEMENTS ON METROLINK LINE

- Mobile ticketing and common fare media
- Cleaner locomotives
- Initiating double-track projects
- Shared ride and shuttle services for first/last mile connectivity



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## **POSITIVE ACTIONS SINCE ARRIVE CORRIDOR PROJECT BEGAN**

- The Paseos and Arrow Station projects completed in Montclair.
- Three other similar projects under consideration in the Montclair Station area.
- Upland and SANBAG conducted joint development study.
- Rancho Cucamonga has developer for high-density urban community adjacent to Metrolink Station.
- Empire Lakes development immediately southwest of Rancho station.
- Fontana and Upland are updating General Plans.
- SANBAG awarded Active Transportation Grant for station area bike/ped improvements.

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## **POSITIVE ACTIONS SINCE ARRIVE CORRIDOR PROJECT BEGAN**

- Ontario International Airport has been transitioned to local authority.
- West Valley Connector: Linking Metrolink to airport.
- Metrolink reduced fares for short trips.
- Metrolink introduced mobile ticketing app.
- E Street sbX service operational.
- Downtown San Bernardino Transit Center opened.
- Redlands Passenger Rail Project get environmental clearance.
- First Tier 4 Locomotive delivered.

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**Thank You**

**Questions/  
Comments**