

SOUTHERN CALIFORNIA



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JOINT MEETING OF THE

REGIONAL COUNCIL;

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT;

ENERGY AND ENVIRONMENT; AND

TRANSPORTATION COMMITTEES

Please Note Time

Thursday, November 6, 2014

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 Lillian Harris-Neal at (213) 236-1858 or via email at harris-neal@scag.ca.gov. In addition, regular meetings of the Regional Council may be viewed live or on-demand at <http://www.scag.ca.gov/NewsAndMedia/Pages/SCAGTV.aspx>

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**JOINT MEETING OF THE
REGIONAL COUNCIL AND POLICY COMMITTEES
(COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE;
ENERGY AND ENVIRONMENT COMMITTEE; TRANSPORTATION COMMITTEE)
AGENDA
NOVEMBER 6, 2014**

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Carl Morehouse, President)

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 Council, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker. The President has the discretion to reduce the time limit based upon the number of speakers. The President may limit the total time for all public comments to twenty (20) minutes.

CONSENT CALENDAR

Page No.

Approval Item

- | | | |
|--|-------------------|----------|
| 1. <u>Minutes of the March 6, 2014 Joint Meeting of the Regional Council and Policy Committees</u> | Attachment | 1 |
|--|-------------------|----------|

DISCUSSION ITEM

- | | | |
|--|-------------------|----------|
| 2. <u>Cap-and-Trade Greenhouse Gas Reduction Fund Workshop</u> | Attachment | 6 |
|--|-------------------|----------|

ADJOURNMENT

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**MINUTES OF THE JOINT MEETING OF THE REGIONAL COUNCIL,
COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT (CEHD) COMMITTEE;
ENERGY AND ENVIRONMENT COMMITTEE (EEC); AND THE
TRANSPORTATION COMMITTEE (TC) OF THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
MARCH 6, 2014**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS AND/OR DISCUSSIONS THAT OCCURRED AT THE JOINT MEETING. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT <http://scag.ca.gov/NewsAndMedia/Pages/SCAGTV.aspx>

EEC Members Present:**Representing**

Chair*	1.	Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
Vice-Chair*	2.	Hon. James Johnson	<i>Long Beach</i>	District 30
	3.	Hon. Denis Bertone	<i>San Dimas</i>	SGVCOG
	* 4.	Hon. Margaret Clark	<i>Rosemead</i>	District 32
	5.	Hon. Jordan Ehrenkranz	<i>Canyon Lake</i>	WRCOG
	6.	Hon. Larry Forester	<i>Signal Hill</i>	GCCOG
	7.	Hon. Laura Friedman	<i>Glendale</i>	Arroyo-Verdugo Cities
	8.	Hon. Sandra Genis	<i>Costa Mesa</i>	OCCOG
	9.	Hon. Linda Krupa	<i>Hemet</i>	WRCOG
	10.	Hon. Thomas Martin	<i>Maywood</i>	Gateway Cities
	* 11.	Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
	12.	Hon. Geneva Mojado	<i>Sodoba Band of Luiseño Indians</i>	Tribal Government
	* 13.	Hon. Mike Munzing	<i>Aliso Viejo</i>	District 12
	14.	Hon. Sam Pedroza	<i>Claremont</i>	SGVCOG
	15.	Hon. David Pollock	<i>Moorpark</i>	VCOG
	* 16.	Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
	* 17.	Hon. Deborah Robertson	<i>Rialto</i>	District 8
	* 18.	Hon. Jack Terrazas		Imperial County
	19.	Hon. Lupe Ramos Watson	<i>Indio</i>	District 66
	20.	Hon. Diane Williams	<i>Rancho Cucamonga</i>	SANBAG
	21.	Hon. Edward Wilson	<i>Signal Hill</i>	Gateway Cities

TC Members Present:**Representing**

Chair *	1.	Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
Vice Chair *	2.	Hon. Alan Wapner	<i>Ontario</i>	SANBAG
	3.	Hon. John Addleman	<i>Rolling Hills Estates</i>	SBCCOG
	* 4.	Hon. Michael D. Antonovich		Los Angeles County
	* 5.	Hon. Rusty Bailey	<i>Riverside</i>	District 68

* 6.	Hon. Bruce Barrows	<i>Cerritos</i>	District 23
* 7.	Hon. Glen. T. Becerra	<i>Simi Valley</i>	District 46
* 8.	Hon. Art Brown	<i>Buena Park</i>	District 21
* 9.	Hon. Gene Daniels	<i>Paramount</i>	District 24
* 10.	Hon. Jeff DeGrandpre	<i>Eastvale</i>	District 4
* 11.	Hon. Roy Francis	<i>La Habra Heights</i>	District 31
	12. Hon. Bert Hack	<i>Laguna Woods</i>	OCCOG
* 13.	Hon. Matthew Harper	<i>Huntington Beach</i>	District 64
* 14.	Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
* 15.	Hon. Jim Hyatt	<i>Calimesa</i>	District 3
	16. Hon. Trish Kelley	<i>Mission Viejo</i>	OCCOG
	17. Hon. Randon Lane	<i>Murrieta</i>	North L.A. County
* 18.	Hon. Michele Martinez	<i>Santa Ana</i>	District 16
* 19.	Hon. Andrew Masiel, Dr.	<i>Pechanga Band of Luiseño Indians</i>	Tribal Government
* 20.	Hon. Ryan McEachron	<i>Victorville</i>	SANBAG
* 21.	Hon. Barbara Messina	<i>Alhambra</i>	District 34
* 22.	Hon. Leroy Mills	<i>Cypress</i>	District 18
* 23.	Hon. Brett Murdock	<i>Brea</i>	District 22
* 24.	Hon. Kris Murray	<i>Anaheim</i>	District 19
	25. Hon. Frank Navarro	<i>Colton</i>	SANBAG
* 26.	Hon. Steven Neal	<i>Long Beach</i>	District 29
* 27.	Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
	28. Hon. Micheal O'Leary	<i>Culver City</i>	WSCCOG
* 29.	Hon. Linda Parks		VCOG
* 30.	Hon. Gregory Pettis	<i>Cathedral City</i>	District 2
* 31.	Hon. Ronald Roberts	<i>Temecula</i>	District 5
* 32.	Hon. Adam Rush		RCTC
	33. Hon. Teresa Real Sebastian	<i>Monterey Park</i>	SGVCOG
	34. Hon. David Spence	<i>La Cañada/Flintridge</i>	Arroyo-Verdugo Cities
* 35.	Hon. Karen Spiegel	<i>Corona</i>	District 63
	36. Hon. Tim Spohn	<i>City of Industry</i>	SGVCOG
* 37.	Hon. Jess Talamantes	<i>Burbank</i>	District 42
	38. Hon. Brent Tercero	<i>Pico Rivera</i>	Gateway Cities
* 39.	Hon. Donald Voss	<i>La Cañada/Flintridge</i>	District 36

CEHD Members Present:

Representing

Chair*	1.	Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
Vice-Chair*	2.	Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11

3.	Hon. Carol Chen	<i>Cerritos</i>	GCCOG
* 4.	Hon. Steven Choi	<i>Irvine</i>	District 14
5.	Hon. Jeffrey Cooper	<i>Culver City</i>	WSCCOG
6.	Hon. Rose Espinoza	<i>La Habra</i>	OCCOG
7.	Hon. Debbie Franklin	<i>Banning</i>	WRCOG
* 8.	Hon. James Gazeley	<i>Lomita</i>	District 39
9.	Hon. Tom Hansen	<i>Paramount</i>	Gateway Cities
10.	Hon. Robert S. Joe	<i>South Pasadena</i>	Arroyo Verdugo Cities
* 11.	Hon. Paula Lantz	<i>Pomona</i>	District 38
* 12.	Hon. Larry McCallon	<i>Highland</i>	District 7
* 13.	Hon. Kathryn McCullough	<i>Lake Forest</i>	District 13
* 14.	Hon. Carl Morehouse	<i>Ventura</i>	District 47
15.	Hon. Ray Musser	<i>Upland</i>	SANBAG
16.	Hon. Edward Paget	<i>Needles</i>	SANBAG
17.	Hon. Beck Shevlin	<i>Monrovia</i>	SGVCOG
18.	Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

*Regional Council Member

Regional Council Member Present:

Representing

1.	Hon. Leslie Daigle	<i>Newport Beach</i>	District 15
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Staff Present

- Hasan Ikhrata, Executive Director
- Sharon Neely, Chief Deputy Executive Director
- Debbie Dillon, Deputy Executive Director, Administration
- Joe Silvey, General Counsel
- Joann Africa, Chief Counsel
- Basil Panas, Acting Chief Financial Officer
- Rich Macias, Director of Transportation Planning
- Huasha Liu, Director of Land Use & Environmental Planning
- Darin Chidsey, Director of Strategy, Policy and Public Affairs
- Lillian Harris-Neal, Clerk of the Board
- Tess Rey-Chaput, Office of Regional Council Support

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Greg Pettis, Cathedral City, District 2, called the meeting to order at approximately 10:00 a.m. Hon. Jim Hyatt, Calimesa, District 3, led the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

There was no public comment card received.

ACTION ITEM

1. Minutes of the November 7, 2013 Joint Meeting of the Regional Council and Policy Committees

A motion was made (Hack) to approve the Minutes of the November 7, 2013 Joint Meeting of the Regional Council and Policy Committees. Motion was SECONDED (Morehouse) and passed by the following votes:

AYE/S: Addleman, Antonovich, Bailey, Barrows, Becerra, Bertone, Brown, Chen, Choi, Clark, Cooper, Daigle, Daniels, DeGrandpre, Ehrenkranz, Espinoza, Finlay, Forester, Francis, Franklin, Friedman, Gazeley, Genis, Hack, Hansen, Harper, Harrison, Herrera, Hyatt, Jahn, Joe, Johnson, Katapodis, Kelley, Krupa, Lane, Lantz, Lewis, Martin, M. Martinez, Masiel, Dr., McCallon, McEachron, Messina, Millhouse, Mills, Mitchell, Mojado, Morehouse, Munzing, Murdock, Murray, Musser, Neal, O’Leary, O’Connor, Paget, L. Parks, Pedroza, Pettis, Pollock, Ramirez, Roberts, Robertson, Rodriguez, Real Sebastian, Shevlin, Spence, Spiegel, Spohn, Talamantes, Tercero, Terrazas, Viegas-Walker, Voss, Wapner, Watson, Williams, Wilson and Zerunyan

NOE/S: (None)

ABSTAIN: McCullough, Navarro and Rush

DISCUSSION ITEM

2. Southern California’s Water Future – Issues, Challenges and Potential Solutions

President Pettis welcomed the panel of speakers. Hasan Ikhtrata, Executive Director, introduced meeting Moderator, Richard Atwater, Executive Director, Southern California Water Committee (SCWC).

Mr. Atwater provided background information on SCWC and noted that Fact Sheets have been distributed to the members. He introduced the following panel of speakers: William Croyle, Drought Manager, California Department of Water Resources; Brandon Goshi, Manager, Water Policy and Strategy, Metropolitan Water District (MWD); James Famiglietti, Director, Center for Hydrologic Modeling, UC Irvine; David Petersen, General Manager, Las Virgenes Municipal Water District; and Mark Grey, PhD, Director, Environmental Affairs, Building Industry of Southern California (BIASC).

Mr. Croyle stated that due to California’s current water shortfalls, which are among the highest in recorded state history, Governor Brown issued a proclamation declaring a “Drought State of Emergency.” Mr. Croyle discussed and illustrated historic water supply lows in California; statewide water allocation; major reservoir conditions; and California’s water resources and demands. He provided an update regarding actions taken by California legislators and summarized the drought legislation.

Mr. Goshi presented an overview of MWD and how they manage the state’s drought condition while providing service and meeting the demands of 18 million residents in Southern California. He reported on the following: the region’s sources and diversification of water; regional investments on conservation, recycling, groundwater recovery and desalination; MWD’s 14% increase in storage capacity and reserves; and the Colorado aqueduct—being the major source of water.

Mr. Famiglietti discussed the models being built that is required for groundwater forecast and water management which may be used to link climate prediction models and satellite observations of surface water and soil moisture. He also discussed water storage changes; groundwater depletion; surface water allocations; and increasing water cycle changes in the state.

Mr. Pedersen discussed the importance of communication between water purveyors and the municipalities; the need for collaboration to support the state; to adhere to conservation measures for drought response; funding sources from MWD; and to support Governor Brown’s call for 20% voluntary water conservation efforts.

Dr. Grey provided perspective on private land development and public infrastructure. He illustrated the latest generation of Phase 1 MS4 Permits in Southern California and discussed the types of systems and allowed practices that maybe used by cities to comply with stormwater permits. Dr. Grey also presented new technologies to promote conservation and storage.

Mr. Atwater emphasized the importance of the role of the cities; encouraged the Regional Councilmembers to support and adopt the Governor’s resolution; and to coordinate water conservation efforts.

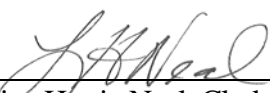
Discussion ensued and comments/questions were made related to the challenges in MS4 encountered by the cities in fulfilling stormwater requirements; consideration for a water pipeline and a removable dam system; process of water delivery in the Central Valley; changing agricultural practices while being economically-viable; challenges in the use of artificial turf; drought and snow pack conditions; and the salinity levels with respect to the Bay Delta Conservation Plan (Forrester, O’Leary, Clark, Morehouse, Rush, Hack, Harper, Wilson, Robertson, Spiegel and Mitchell).

As referenced by Mr. Atwater, President Pettis requested a copy of the restrictions of water transfer—passed by Congress in 1968 [The Wild and Scenic Rivers Act of 1968]—be provided to staff. Mr. Atwater acknowledged the request.

On behalf of the Regional Council and Policy Committee members, Hasan Ikhata, Executive Director, acknowledged the panel of speakers and presented each of them with a token of appreciation.

ADJOURNMENT

There being no further business, the Joint Meeting of the Regional Council and Policy Committees adjourned at 12:08 p.m.



Lillian Harris-Neal, Clerk of the Board

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DATE: November 6, 2014

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

FROM: Hasan Ikhtrata, Executive Director, (213) 236-1944, ikhtrata@scag.ca.gov

SUBJECT: Cap-and-Trade Greenhouse Gas Reduction Fund Workshop

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only

EXECUTIVE SUMMARY:

As previously reported to the RC and the Policy Committees on June 20, 2014, Governor Brown signed the FY 2014-15 state budget that includes the first investment plan for the Cap-and-Trade Greenhouse Gas Reduction Fund (GGRF). Today's Joint Meeting of the Regional Council and Policy Committees is a workshop intended to provide the Board, partners and stakeholders critical up-to-date information on the Cap-and-Trade GGRF expenditure plan; the processes for developing guidelines; and details on the various opportunities for funding. The workshop is being presented in collaboration with Climate Resolve and the Los Angeles Regional Collaborative for Climate Action and Sustainability. SCAG staff greatly appreciates the participation of State agency representatives in today's workshop to help better inform SCAG members and stakeholders. Topics to be discussed include the overall intent of the Cap-and-Trade Program; the GGRF and the various expenditure programs; the role of Metropolitan Planning Organizations; project eligibility; and relation to the implementation of Sustainable Communities Strategies. Following the presentations by the speakers, there will be an opportunity for questions by the RC and Policy Committee members. Details of the workshop and speakers' presentation materials will be distributed under separate cover.

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 Legislature and Governor appropriate Cap-and-Trade auction proceeds from the GGRF to state agencies and programs through the budget process is consistent with the implementing legislation. The GGRF is administered by the Air Resources Board (ARB). ARB is also required to develop guidelines on greenhouse gas (GHG) reporting and quantification methods for agencies that receive appropriations to ensure that the requirements of AB 32 and SB 535 (De León) are met.

The two categories under the Cap-and-Trade program that will receive multi-year funding allocations are: 1) Transit, Housing, and Sustainable Communities (35%); and 2) High-Speed Rail (25%). The remaining 40% of Cap-and-Trade funds will be subject to the annual budget process for other program areas.

REPORT

Funding for FY 2014-15 varies from this formula because of a one-time \$200 million allocation to ARB's clean transportation program to accelerate the transition to low carbon freight and passenger transportation.

FY 2014-15 appropriations are broken down by the following allocations:

- \$250 million to High-Speed Rail;
- \$200 million to Low Carbon Transportation Program;
- \$130 million to Affordable Housing and Sustainable Communities (AHSC);
- \$50 million to Transit and Intercity Rail Capital Program & Low-Carbon Transit Operations Program;
- \$202 million for non-transportation related programs for energy, water, waste diversion and weatherization.

SCAG staff has been regularly monitoring and reporting on the programs supported by the auction proceeds derived from ARB's AB 32 Cap-and-Trade Program. Allocating an equitable share of these funds to transportation and sustainable communities' implementation was a top legislative priority for the Regional Council and this was reflected in the appropriation to the GGRF in the State Budget for FY 2014-15. These critical funding programs are expected to help local jurisdictions and SCAG's partners implement the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS).

Today's workshop will cover a number of discussion items related to the GGRF, as outlined below (Workshop Agenda forthcoming):

- **CalEnviro Screen Tool**

To inform the overall process under [SB 535](#), the State is expected to use CalEnviroScreen (California Communities Environmental Health Screening Tool), developed by the Office of Environmental Health Hazard Assessment, to identify communities most burdened by pollution from multiple sources and most vulnerable to its effects. As of the writing of this report, the Secretary of the California Environmental Protection Agency has not yet identified which of the 8,000 census tracts throughout the State will be considered disadvantaged for the purposes of SB 535.

More information is available at: <http://oehha.ca.gov/ej/ces2.html>

- **Interim Guidance to Agencies Administering GGRF Monies**

Overarching the entirety of the GGRF is the Air Resources Board's (ARB) recently adopted Interim Guidance to Agencies Administering Greenhouse Gas Reduction Fund Monies ("Interim Guidance"). This document was developed to address the requirements of SB 535 and [SB 862](#) which directs state and local agencies to make significant investments that improve California's most vulnerable communities. ARB's Interim Guidance document will be followed by a multi-stage public process to develop full funding guidelines over the coming months. These will include direction on metrics and quantification, as well as tracking and reporting for relevant projects. The full guidelines are expected to benefit from lessons learned in early implementation of the investment program and may include changes to the Interim Guidelines that will apply to subsequent appropriations.

More information is available at:

<http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/auctionproceeds.htm>

Affordable Housing and Sustainable Communities Program

The Strategic Growth Council (SGC) released preliminary draft guidelines for the Cap-and-Trade Affordable Housing and Sustainable Communities (AHSC) program on September 23, 2014, with comments due by October 31, 2014. SGC held a public workshop on the draft guidelines on October 27, 2014 at SCAG's headquarters in Los Angeles (which was video-conferenced to satellite offices and archived on the SGC webpage).

The guidelines establish two (2) distinct pathways to compete for funds:

1. Transit Oriented Development (TOD) Project Area: TODs are intended to integrate High-Quality Transit systems with key destinations including residential/mixed uses, with an emphasis on affordable housing development. At least 40 percent of AHSC funds will be allocated to TODs. Maximum award: \$15 million.
2. Integrated Connectivity Project (ICP): ICP's are intended to increase connectivity between land uses and improved transit access and service, within non-metropolitan areas and metropolitan areas lacking qualifying High-Quality Transit systems. Areas with transit meeting the definition of qualifying High-Quality Transit service are ineligible to apply as an ICP. At least 30 percent of AHSC funds will be allocated to Integrated Connectivity Projects. Maximum award: \$8 million.

The expected timeline for the AHSC Program is as follows:

- December 11, 2014 - SGC Meeting to consider Final AHSC Program Guidelines
- January 2015 - SGC releases Notice of Funding Availability
- February 2015 - Concept Applications due
- April 2015 - Full Applications due (from invitees only)
- Late May/early June - SGC Staff Reports with Project Selection Recommendations
- Late June - SGC Meeting to determine awards and award letters to applicants and legislators

The draft AHSC guidelines and additional information are available at <http://sgc.ca.gov/>.

It is important to note that SGC staff has identified several outstanding issues to be resolved prior to SGC's adoption of the Final Guidelines in December. The primary issue relative to SCAG are the details of the coordination and partnership between MPOs/regional agencies and the State to ensure effective implementation of the Program. SB 862 requires that the SGC "coordinate with the MPOs and other regional agencies to identify and recommend projects within their respective jurisdictions that best reflect the goals and objectives of this division." State agencies and departments are seeking to develop the details of a meaningful partnership with MPOs to support effective implementation of the AHSC Program, including review and input on grant applications. In anticipation of this process, SCAG staff is preparing a consolidated checklist of 2012 RTP/SCS policies, programs, and strategies which could be used for an initial screening of projects. Staff will report to the RC, as well as continue with timely stakeholder outreach, as the details of MPO involvement is identified.

- **California Sustainable Agricultural Lands Conservation Program**

SGC, in conjunction with the California Natural Resources Agency and California Department of Conservation staff have released preliminary draft guidelines for the California Sustainable

Agricultural Lands Conservation Program (SALCP), a component of the AHSC program.

The three (3) major elements to the long term investments proposed for the SALCP are:

1. Sustainable Agricultural Land Strategy Plans - grants to counties, cities, and partners to inventory and evaluate which agricultural lands are most highly productive and critically threatened.
2. Agricultural Conservation Easements - provide funding to leverage the permanent protection of strategically located agricultural conservation easements on highly productive and critically threatened agricultural land.
3. Land Management Incentives - leverage USDA and other funding to incentivize management practices designed to reduce GHGs or sequester carbon on working agricultural operations.

The draft SALCP guidelines are available at <http://sgc.ca.gov/>.

- **Urban & Community Forestry GGRF Grants**

As part of the natural resource category of GGRF investments, the California Department of Forestry and Fire Protection (CAL FIRE) has begun the process for their FY 2014-15 Urban & Community Forestry GGRF Grants. CAL FIRE held workshops on this program in the Los Angeles/Orange County area on October 1, 2014, and in the Inland Empire on October 2, 2014. Concept Proposals are due November 13, 2014.

The purpose of the Urban and Community Forestry Program is to promote expansion and better management of urban forests to help improve the quality of urban environments and the quality of life of urban residents. Projects must reduce GHG emissions and help meet the goals of AB 32; must be in an urban area or urban cluster as defined by the US Census Bureau; and must be located in a disadvantaged community or be directly serving a disadvantaged community.

More information is available at:

http://www.fire.ca.gov/resource_mgt/resource_mgt_urbanforestry_grants.php.

- **Low Carbon Transit Operations and Transit and Intercity Rail Programs**

Senate Bill 862 created the Low Carbon Transit Operations Program and the Transit and Intercity Rail Program and describes goals and eligible projects for each program. The Transit and Intercity Rail Capital Program goals include the reduction of greenhouse gas emissions, expanded rail service to increase ridership, the integration of different rail and bus systems, and improved rail safety. Eligible projects include rail and bus capital projects, and operational improvements that result in increased ridership and reduced greenhouse gas emissions. The California State Transportation Agency (CalSTA) will establish guidelines for the Transit and Intercity Rail Program. Once draft guidelines are completed, they will be shared with the Legislature and CalSTA will hold at least two (2) additional public meetings prior to finalizing the guidelines. CalSTA will work with Caltrans, and the California Transportation Commission to implement this program.

The Low Carbon Transit Operations Program will support new or expanded bus or rail services, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. The Low Carbon Transit Operations Program will target grants so that at least 50 percent of project expenditures will benefit disadvantaged communities in agencies that

include communities designated as disadvantaged. Caltrans, in coordination with the ARB, will develop guidelines describing methodologies to meet criteria for this program.

The Administration will release draft guidelines for Low Carbon Transit Operations Program and the Transit and Intercity Rail Program in the fall of 2014, with guidelines finalized and a solicitation for projects planned in the first half of calendar year 2015.

SCAG staff has been reporting to the RC and Policy Committees on these programs and making information available to our stakeholders on SCAG's website and through other outreach efforts. SCAG staff will continue to closely monitor and work with the State and stakeholders as these programs are further developed. This Joint Meeting is intended to provide additional information on these processes.

About Climate Resolve

Climate Resolve's mission is to make Southern California more livable and prosperous today and for generations to come by inspiring people at home, at work and in government to reduce greenhouse gas pollution and prepare for climate impacts.

About the Los Angeles Regional Collaborative for Climate Action and Sustainability

LARC is a network designed to encourage greater coordination and cooperation at the local and regional levels by bringing together leadership from government, the business community, academia, labor, environmental and community groups. The purpose of this collaboration is to share information, foster partnerships, and develop system-wide strategies to address climate change and promote a green economy through sustainable communities. It is housed at and receives logistical support from the UCLA Institute of the Environment and Sustainability.

FISCAL IMPACT:

Work associated with this item is included in the current FY2014-15 Overall Work Program (15-20.SCG00161.04: Regulatory Compliance

ATTACHMENTS:

1. [Cap-and-Trade Expenditure Plan](#)
2. [Summary Table: Programs and State Agencies that have been Appropriated GGRF Monies](#)
3. [SGC Draft Guidelines Workshop Presentation](#)

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CAP AND TRADE EXPENDITURE PLAN

CAP AND TRADE EXPENDITURE PLAN

The California Global Warming Solutions Act of 2006 (AB 32) established California as a global leader in reducing greenhouse gas emissions (GHGs). To meet the goals of AB 32, the state has adopted a three-pronged approach to reducing emissions, including adopting standards and regulations, providing emission reduction incentives via grant programs, and establishing a market-based compliance mechanism known as Cap and Trade. The Cap and Trade program sets a statewide limit on the GHG sources responsible for 85 percent of California GHG emissions. Through an auction mechanism, it establishes a financial incentive for industries subject to the statewide cap to make long-term investments in cleaner fuels, more efficient energy use, and transformational technological and scientific innovations. The Cap and Trade program provides GHG emitters the flexibility to implement the most efficient options to reduce GHG emissions. Based on the first update to the Climate Change Scoping Plan, the Cap and Trade program will be responsible for approximately 30 percent of the required GHG emission reductions to meet the AB 32 goal of reducing GHG emissions to 1990 levels by 2020.

Chapter 830, Statutes of 2012 (SB 535), requires that the state invest at least 10 percent of the auction proceeds within the most disadvantaged communities and at least 25 percent of the proceeds be invested to benefit these communities. The California Environmental Protection Agency, directed by SB 535, will determine the list of disadvantaged communities using CalEnviroScreen, a tool developed by the Office of Environmental Health Hazard Assessment, in collaboration with stakeholders and an advisory group.

CAP AND TRADE EXPENDITURE PLAN

The Budget provides \$832 million of Cap and Trade proceeds to support existing and pilot programs that will reduce GHG emissions and meet SB 535 goals (see Figure CAP-01). This expenditure plan will reduce emissions by modernizing the state’s rail system including high-speed rail and public transit, encouraging local communities to develop in a sustainable manner with an emphasis on public transportation and affordable housing, increasing energy, water, and agricultural efficiency, restoring forests in both urban and rural settings, and creating incentives for additional recycling. The Budget permanently allocates 60 percent of future auction proceeds to public transit, affordable housing, sustainable communities, and high-speed rail. The remaining proceeds will be allocated in future budgets.

Figure CAP-01
Cap and Trade Expenditure Plan
(Dollars in Millions)

<i>Investment Category</i>	<i>Department</i>	<i>Program</i>	<i>2014-15</i>	<i>Ongoing</i>
Sustainable Communities and Clean Transportation	High-Speed Rail Authority	High-Speed Rail Project	\$250	25 percent
	State Transit Assistance	Low Carbon Transit Operations Program	\$25	
	Caltrans	Transit and Intercity Rail Capital Program	\$25	35 percent
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$130	
	Air Resources Board	Low Carbon Transportation	\$200	Annual Appropriations
Energy Efficiency and Clean Energy*	Department of Community Services and Development	Energy Efficiency Upgrades/Weatherization	\$75	
	Energy Commission	Energy Efficiency for Public Buildings	\$20	Annual Appropriations
	Department of Food and Agriculture	Agricultural Energy and Operational Efficiency	\$15	
Natural Resources and Waste Diversion	Department of Fish and Wildlife	Wetlands and Watershed Restoration	\$25	
	Department of Forestry and Fire Protection	Fire Prevention and Urban Forestry Projects	\$42	Annual Appropriations
	Cal Recycle	Waste Diversion	\$25	
Total			\$832	

* Emergency drought legislation enacted in February 2014 included \$40 million of Cap and Trade funds for water use efficiency projects.

Specifically, the Cap and Trade Expenditure Plan invests in the following programs:

SUSTAINABLE COMMUNITIES AND CLEAN TRANSPORTATION

- High-Speed Rail—\$250 million for the High-Speed Rail Authority for construction of the initial construction segment in the Central Valley and further environmental and design work on the statewide system. The Budget also provides an ongoing commitment of 25 percent of future Cap and Trade proceeds to the high-speed rail project and specifies that \$400 million remaining from a prior General Fund loan also be available for the project. This long-term funding commitment allows for the advancement of the project on multiple segments concurrently, which yields cost savings and creates an opportunity for earlier potential private sector investment. These investments in the high-speed rail system will alleviate pressure on California's current transportation network and will provide both environmental and economic benefits.
- Low Carbon Transit Operations Program—\$25 million for local transit agencies to support new or expanded bus and rail services, with an emphasis on disadvantaged communities. Expenditures are required to result in an increase in transit ridership and a decrease in GHG emissions. The Budget also provides an ongoing commitment of 5 percent of future auction proceeds for this purpose.
- Transit and Intercity Rail Capital Program—\$25 million for Caltrans to administer a competitive grant program for rail and bus transit operators for capital improvements to integrate state and local rail and other transit systems, including those located in disadvantaged communities, and those that provide connectivity to the high-speed rail system. The Transportation Agency will prepare a list of projects recommended for funding, to be submitted to the California Transportation Commission for programming and allocation. The Budget also provides an ongoing commitment of 10 percent of future auction proceeds for this purpose.
- Affordable Housing and Sustainable Communities Program—\$130 million to support the implementation of sustainable communities strategies required by Chapter 728, Statutes of 2008 (SB 375), and to provide similar support to other areas with GHG reduction policies, but not subject to SB 375 requirements. The Strategic Growth Council will coordinate this program. Projects that benefit disadvantaged communities will be given priority. Also, projects will reduce GHG emissions by increasing transit ridership, active transportation (walking/biking), affordable housing near transit stations, preservation of agricultural land, and local planning that promotes infill development and reduces the number of vehicle miles traveled.

The Budget also provides an ongoing commitment of 20 percent of future auction proceeds for this program and requires that at least half of the expenditures be allocated for affordable housing projects.

- **Low Carbon Transportation**—\$200 million for the Air Resources Board to accelerate the transition to low carbon freight and passenger transportation, with a priority for disadvantaged communities. This investment will also support the Administration’s goal to deploy 1.5 million zero-emission vehicles in California by 2025. The Board administers existing programs that provide rebates for zero-emission cars and vouchers for hybrid and zero-emission trucks and buses. These expenditures will respond to increasing demand for these incentives, as well as provide incentives for the pre-commercial demonstration of advanced freight technology to move cargo in California, which will benefit communities near freight hubs.

ENERGY EFFICIENCY AND CLEAN ENERGY

- **Weatherization Upgrades/Renewable Energy**—\$75 million for the Department of Community Services and Development to assist in the installation of energy efficiency and renewable energy projects in low-income housing units within disadvantaged communities. Weatherization measures typically include weather-stripping, insulation, caulking, water heater blankets, fixing or replacing windows, refrigerator replacement, electric water heater repair/replacement, and heating and cooling system repair/replacement. Renewable energy measures include installation of solar water heater systems and photovoltaic systems. This program will serve a mix of single and multifamily housing units.
- **Energy Efficiency in Public Buildings**—\$20 million for the Energy Resources Conservation and Development Commission to finance energy efficiency and energy generation projects in public buildings, including the University of California, the California State University, and courts. Energy savings projects will include lighting systems, energy management systems and equipment controls, building insulation and heating, ventilation, and air conditioning equipment.
- **Agricultural Energy and Operational Efficiency**—\$15 million for the Department of Food and Agriculture to support projects that reduce GHG emissions from the agriculture sector by capturing greenhouse gases, harnessing greenhouse gases as a renewable bioenergy source, improving agricultural practices and promoting low carbon fuels, agricultural energy, and operational efficiency.

NATURAL RESOURCES AND WASTE DIVERSION

- Wetlands and Coastal Watersheds—\$25 million for the Department of Fish and Wildlife to implement projects that provide carbon sequestration benefits, including restoration of wetlands (including those in the Delta), coastal watersheds and mountain meadows. In addition to furthering the goals of AB 32, these types of projects are also identified in the Water Action Plan and are integral to developing a more sustainable water management system statewide.
- Fire Prevention and Urban Forests—\$42 million for the Department of Forestry and Fire Protection to support urban forests in disadvantaged communities and forest health restoration and reforestation projects that reduce wildfire risk and increase carbon sequestration. These expenditures will enhance forest health and reduce fuel loads in light of climate change increasing wildfire intensity and damage.
- Waste Diversion—\$25 million for the Department of Resources Recycling and Recovery to provide financial incentives for capital investments that expand waste management infrastructure, with a priority in disadvantaged communities. Investment in new or expanded clean composting and anaerobic digestion facilities is necessary to divert more materials from landfills, a significant source of methane emissions. These programs reduce GHG emissions and support the state's 75-percent solid waste recycling goal.

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Greenhouse Gas Reduction Fund Programs

Appropriations	Potential Projects Identified by Implementing Agencies	2013-14 (M)	2014-15 (M)	2015-16 (%)	% of 2014-15 Funds Benefitting Disadvantaged Communities	
High Speed Rail (HSRA) Construction of the initial construction segment in the Central Valley and further environmental and design work on the statewide system. The Budget also provides an ongoing commitment that allows for the advancement of the project on multiple segments concurrently, which yields cost savings and creates an opportunity for earlier potential private sector investment. These investments in the high-speed rail system will alleviate pressure on California’s current transportation network and will provide both environmental and economic benefits.	Planning/Design		\$59			
	Right-of-way acquisition of Initial Operating Segment			25%	0-25%	
	Construction of Initial Operating Segment		\$191			
Transit and Intercity Rail Capital Program (CalSTA) Competitive grant program for rail and bus transit operators for capital improvements to integrate state and local rail and other transit systems, including those located in disadvantaged communities, and those that provide connectivity to the high-speed rail system. The Transportation Agency will prepare a list of projects recommended for funding, to be submitted to the California Transportation Commission for programming and allocation.	Connectivity to existing/future rail systems by adding new rail cars/engines					
	Increase service and reliability of intercity and commuter rail systems		\$25	10%	25% (in statute)	
	Encourage multi-modal transit via integrated ticketing / scheduling					
Low Carbon Transit Operations Program (Caltrans to local agencies) Support new or expanded bus and rail services, with an emphasis on disadvantaged communities. Expenditures are required to result in an increase in transit ridership and a decrease in GHG emissions.	New/expanded bus or rail services or expanded intermodal transit facilities		\$25	5%	50% (in statute)	
	Service or facility improvements, e.g. equipment, fueling, and maintenance					
Affordable Housing and Sustainable Communities (SGC and member agencies) Implementation of sustainable communities strategies required by SB 375, and to provide similar support to other areas with GHG reduction policies, but not subject to SB 375 requirements. Projects that benefit disadvantaged communities will be given priority. Also, projects will reduce GHG emissions by increasing transit ridership, active transportation (walking/biking), affordable housing near transit stations, preservation of agricultural land, and local planning that promotes infill development and reduces the number of vehicle miles traveled.	Intermodal affordable housing					
	Transit capital projects					
	Active transportation/complete streets			\$130	20%	50% (in statute)
	Transit-oriented development					
	Agricultural land preservation					
	Local planning and implementation					
Low Carbon Transportation (ARB) Accelerate the transition to low carbon freight and passenger transportation, with a priority for disadvantaged communities. This investment will also support the Administration’s goal to deploy 1.5 million zero-emission vehicles in California by 2025. ARB administers existing programs that provide rebates for zero-emission cars and vouchers for hybrid and zero-emission trucks and buses. These expenditures will respond to increasing demand for these incentives, as well as provide incentives for the pre-commercial demonstration of advanced freight technology to move cargo in California, which will benefit communities near freight hubs.	Passenger ZEV rebates					
	Heavy duty hybrid/ZEV trucks and buses					
	Freight demonstration projects		\$30	\$200		50%
	Pilot programs (car sharing, financing, etc.) in disadvantaged communities					

Greenhouse Gas Reduction Fund Programs

Appropriations	Potential Projects Identified by Implementing Agencies	2013-14 (M)	2014-15 (M)	2015-16 (%)	% of 2014-15 Funds Benefitting Disadvantaged Communities
Weatherization Upgrades/Renewable Energy (CSD) Installation of energy efficiency and renewable energy projects in single and multifamily low-income housing units within disadvantaged communities. Weatherization measures typically include weather-stripping, insulation, caulking, water heater blankets, fixing or replacing windows, refrigerator replacement, electric water heater repair/replacement, and heating and cooling system repair/replacement. Renewable energy measures include installation of solar water heater systems and photovoltaic systems.	Single-Family Weatherization		\$75		100%
	Multi-Family Weatherization				
	Solar PV and Water Heating				
Energy Efficiency in Public Buildings (CEC) Energy efficiency and energy generation projects in public buildings, including the University of California, the California State University, and courts. Energy savings projects will include lighting systems, energy management systems and equipment controls, building insulation and heating, ventilation, and air conditioning equipment.	Energy audits		\$20		<25%
	Building retrofits for energy efficiency				
	Energy generation				
Agricultural Energy and Operational Efficiency (CDFA) Projects that reduce GHG emissions from the agriculture sector by capturing greenhouse gases, harnessing greenhouse gases as a renewable bioenergy source, improving agricultural practices and promoting low carbon fuels, agricultural energy, and operational efficiency.	Water use and energy use efficiency	\$10			<25%
	Dairy digesters		\$15		
	Alternative and renewable fuels				
Water Action Plan - Water-Energy Efficiency (DWR) Funding for grants that support water use efficiency and conservation projects, leak detection and repair projects that reduce GHG emissions, with additional consideration given to disadvantaged communities. The funding will also support projects at the Thermalito and Hyatt State Water Project facilities.	Efficient hydro energy turbines	\$30			<25%
	Water conservation and efficiency grants				
Water Action Plan - Wetlands and Watershed Restoration (DFW) Implement projects that provide carbon sequestration benefits, including restoration of wetlands (including those in the Delta), coastal watersheds and mountain meadows. In addition to furthering the goals of AB 32, these types of projects are integral to developing a more sustainable water management system statewide.	Delta coastal wetlands		\$25		0-25%
	Mountain meadows				
	Water use efficiency in wetlands				
Sustainable Forests (CAL FIRE) Urban forests in disadvantaged communities and forest health restoration and reforestation projects that reduce wildfire risk and increase carbon sequestration. These expenditures will enhance forest health and reduce fuel loads in light of climate change increasing wildfire intensity and damage.	Urban and community forestry		\$18		100%
	Fire risk reduction/ improved forest management		\$24		0-25%
	Forest health				
Waste Diversion (CalRecycle) Financial incentives for capital investments that expand waste management infrastructure, with a priority in disadvantaged communities. Investment in new or expanded clean composting and anaerobic digestion facilities is necessary to divert more materials from landfills. These programs reduce GHGs and support the 75% solid waste recycling goal.	Organics composting/ anaerobic digestion		\$25		<25%
	Increased recycling manufacturing				
	Organics and recycling project loans				
Total		\$70	\$832	60%	
General Fund Loan Repayment			(\$100)		

Affordable Housing and Sustainable Communities Program

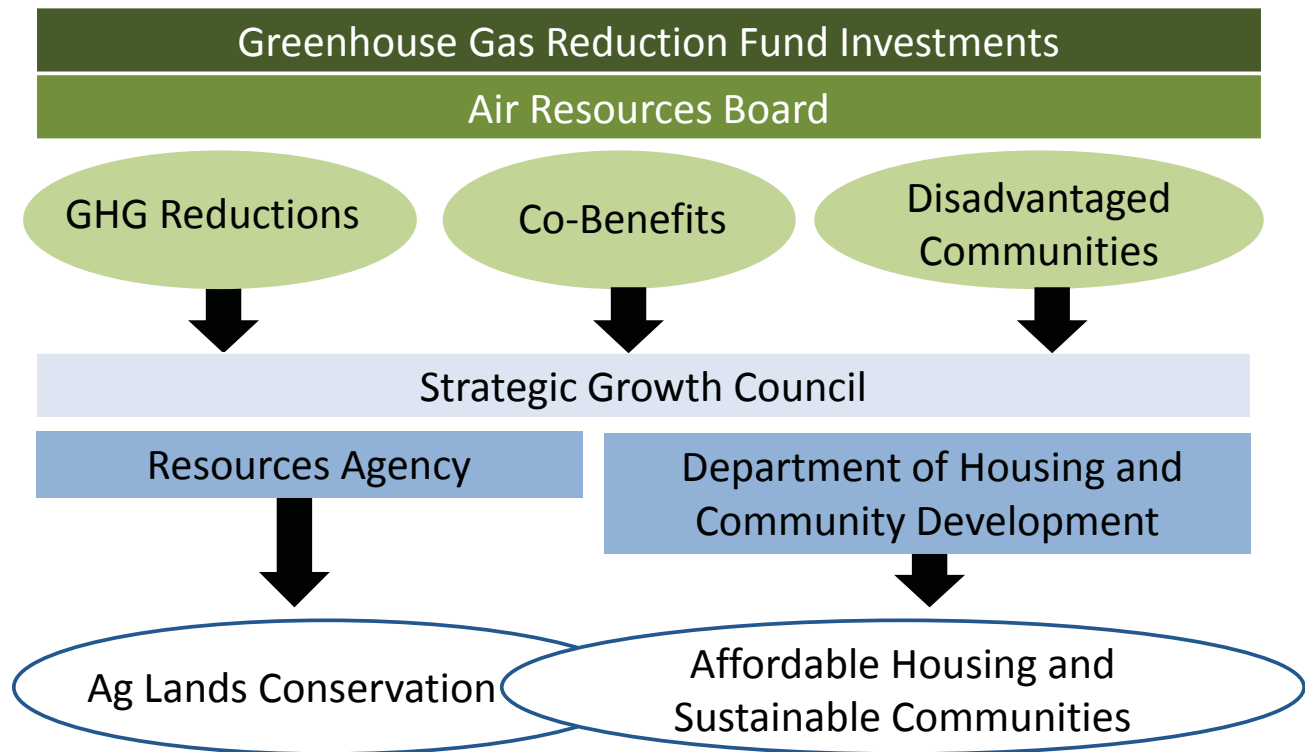
DRAFT GUIDELINE WORKSHOPS

October 23 | Merced, CA October 27 | Los Angeles, CA
October 24 | Oakland, CA October 28 | Sacramento, CA

Presentation Outline

- Program Purpose
- Eligible Uses
- Eligible Project Types and Requirements
- Funding Set-Asides
- Eligible Applicants
- Awards: Ranges and Limits
- Proposed Scoring Elements
- Proposed Application and Review Process
- Estimated Timeline

Structure of SGC-led Cap and Trade Proceed Investments



California
Strategic Growth Council

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

Affordable Housing and Sustainable Communities (AHSC) Program

The complete Draft Guidelines for the AHSC Program can be found here:

http://sqc.ca.gov/s_ahscprogram.php

Purpose of the AHSC Program

Supports projects that will increase accessibility of housing, employment centers and **Key Destinations** via low-carbon transportation options (walking, biking and transit), resulting in fewer vehicle miles travelled (VMT).

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

Before we get into the details, let's look at the big picture vision...

Existing Conditions



Avenue developed as a mixed-use transit corridor

Existing Conditions



Sidewalks protected from traffic with street trees; addition of dedicated bike lane and buildings at sidewalk



**Infill buildings (including housing) built to sidewalk;
addition of median with street trees**



**Addition of side median creating dedicated bike
and slow access lanes**

Key Program Thresholds

- Reduce GHG primarily through reduced VMT, including mode shift from single occupancy vehicles (SOV)
- Consistent with **Sustainable Communities Strategy**, or similar planning document*
- Consistent with the State planning priorities per 65041.1 of the Government Code

**SB 862: "If a Sustainable Communities Strategy is not required for a region by law, a regional plan that includes policies and programs to reduce greenhouse gas emissions" will meet this requirement.*

State Planning Priorities*

- Promote infill development and equity by maintaining and improving existing infrastructure
- Protect environmental and agricultural resources
- Encourage efficient development patterns by ensuring infrastructure for new development does the following: uses land efficiently; is built adjacent to existing developed areas; is in an area appropriately planned for growth; served by transportation and other essential utilities and services; and minimizes costs to taxpayers

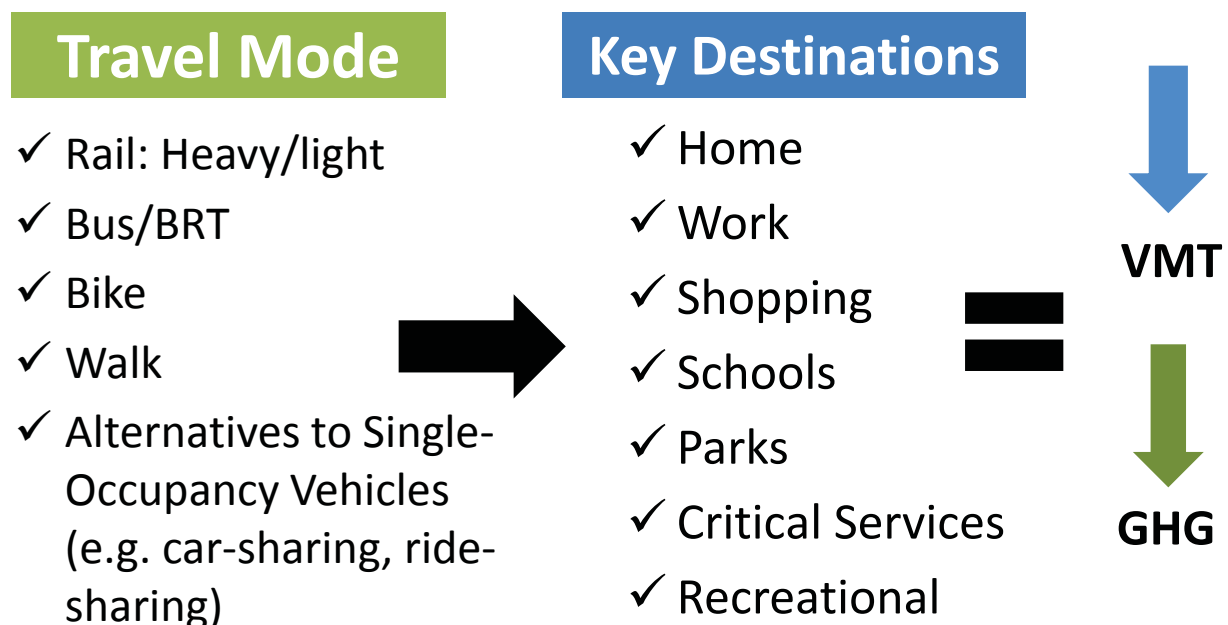
**Paraphrased from Section 65041.1 of the Government Code*

Projects must demonstrate GHG reductions that focus on VMT reductions.

In addition, projects may also demonstrate ancillary GHG reductions through:

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

Big Picture – VMT Reduction Per Capita



Examples of Factors Influencing VMT

- Density – Residential
- Diversity of Land Uses
- Design of Street Network
- Destination Accessibility
- Distance to Transit
- Other Project Characteristics

For additional information, please see ARB's policy briefs related to impacts of transportation and Land Use-Related Policies at: <http://arb.ca.gov/cc/sb375/policies/policies.htm>

GHG Quantification

- Applications must demonstrate the proposed project(s) would reduce GHG emissions, subject to methodologies established by ARB
- Initial first year guidance on approaches to estimate GHG reductions will be provided in the Program Draft Final Guidelines, posted on Dec. 1, 2014

Disadvantaged Communities (DAC) Guidance

- Guidance on eligible DAC census tracts will be available in the next few weeks from the California Environmental Protection Agency (CalEPA)
- Guidance includes eligible DAC census tracts as identified by the CalEnviroScreen 2.0 tool, which is based on 19 indicators of pollution burden and population characteristics

Role of Metropolitan Planning Organizations (MPOs)

- Mandated by SB 375 to adopt regional GHG reduction targets for **Sustainable Community Strategies** of Regional Transportation Plans (RTPs)
- Pursuant to SB 862, SGC is to coordinate with MPOs and other regional agencies to identify and recommend qualifying projects
- Will participate in Program workshops and provide technical support.

Eligible Uses

ELIGIBLE CAPITAL USES

- Housing Developments*
- Housing-Related Infrastructure*
- Transportation or Transit-Related Infrastructure (includes Active Transportation)*
- Green Infrastructure*
- Planning Implementation

ELIGIBLE PROGRAM USES

- Active Transportation
- Transit Ridership
- Criteria Pollutant Reduction

* Infrastructure-Related Capital Uses.

ELIGIBLE CAPITAL USES

Housing Development

- New construction, **substantial rehabilitation**, conversion or preservation
- At least 20% of total units as restricted units
- Minimum project size
 - **Metro Areas:** ≥ 100 units
 - **Non-Metro Areas:** ≥ 50 units

	Residential	Mixed Use
Large City Downtown	≥ 60 units/acre	>3.0 FAR
Urban Center	≥ 40 units/acre	>2.0 FAR
All other Areas	≥ 20 units/acre	>1.5 FAR

ELIGIBLE CAPITAL USES

Housing-Related Infrastructure

- Improvements required as a condition of the **Affordable Housing Development** (e. g. sewer upgrades, streets, utility access/relocation, etc.)
- Site acquisition
- Impact fees ($< \$200,000$)

Transportation & Transit-Related Infrastructure

- To enhance public transit
- To enhance pedestrian or bicycle access between transit station, housing and **Key Destinations**
- Soft costs directly related to the construction or acquisition (e.g. engineering, planning, construction management, architectural and design work) are eligible.

Green Infrastructure

- To enhance environmental sustainability of the **Project Area** (i.e. heat island mitigation, tree canopy, stormwater filters)
- Soft costs directly related to the construction or acquisition (e.g. engineering, planning, construction management, architectural and design work) are eligible.

ELIGIBLE CAPITAL USES

Pre-Development Costs Related to Planning Implementation

- Examples:
 - ✓ Improvement or updates to existing plans or zoning codes to allow for the development of the project
 - ✓ Parking studies for the proposed **Project Area**
 - ✓ Project-based infrastructure financing plans

ELIGIBLE PROGRAM USES

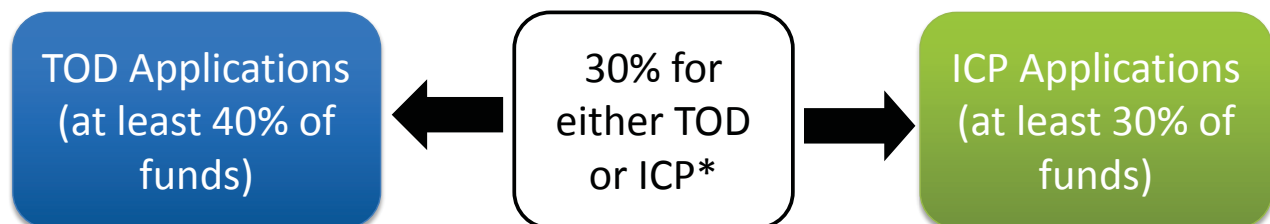
- Active Transportation
- Transit Ridership
- Criteria Pollutant Reduction

Eligible Costs	Ineligible Costs
<ul style="list-style-type: none">• Start-up costs associated with program creation• Expansion costs for existing programs to serve new populations or offer new services	<ul style="list-style-type: none">• Ongoing operational costs beyond the term of the award• Supplanting existing funding

Eligible Project Types & Requirements

Eligible Project Types

- **Transit-Oriented Development (TOD)**
Corridors, Districts & Neighborhoods
- **Integrated Connectivity Projects (ICP)**



**Based upon score and meeting Affordable Housing (AH) and Disadvantaged Communities (DAC) Requirements*

Transit-Oriented Developments



Scale of TODs

Transit-Oriented Developments

- Must be designed to support low-carbon transportation options within areas that have **High Quality Transit**
- Connect **High Quality Transit to Key Destinations**
- Must include at least one **Affordable Housing Development**

Transit Requirements

Transit-Oriented Developments (TODs)

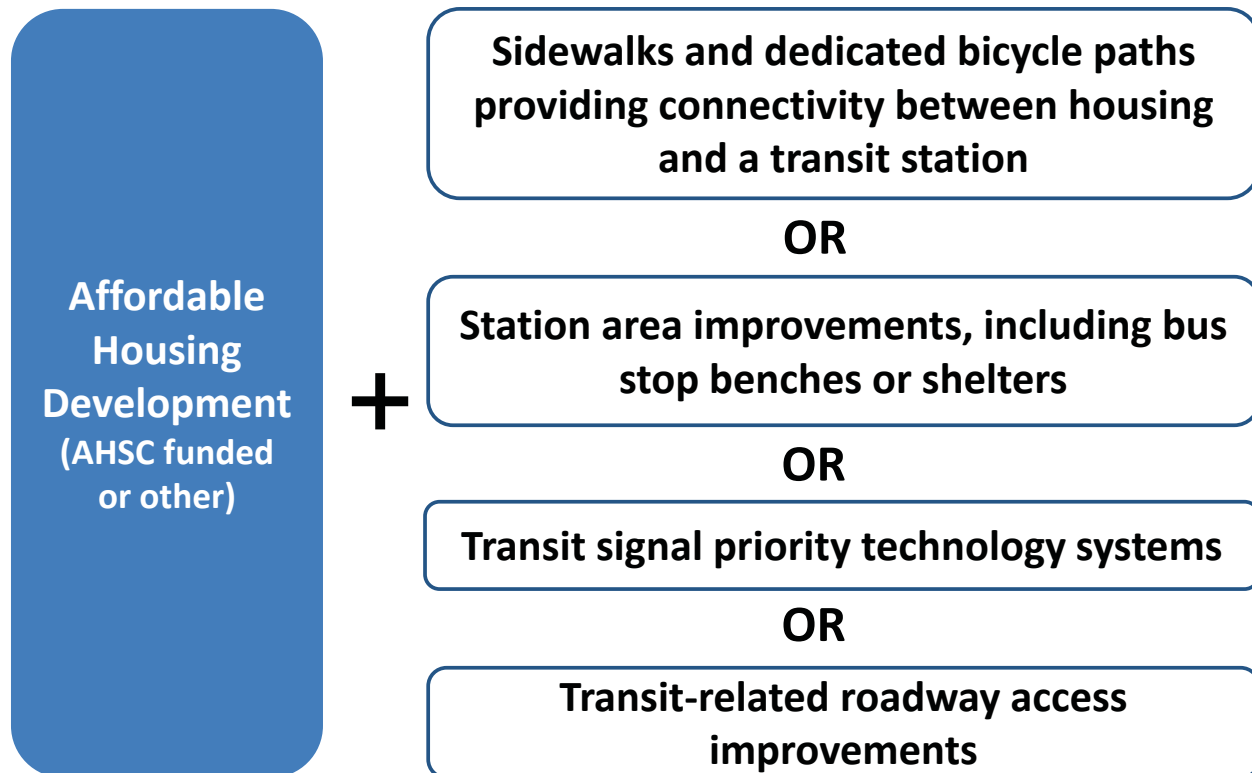
- Required **Affordable Housing Development** must be located within ½ mile of a **Qualifying Transit Station** or within a **Major Transit Corridor**
- Must include a **Major Transit Stop**
- Served by **High Quality Transit** – HSR, Heavy/Light Rail, BRT, Express Bus (i.e. 15 min. peak headway)
- Transit Station must be located within existing transit corridor or within a new transit corridor for which funding has been committed and programmed with construction of transit line underway

Transit-Oriented Developments

- Located within a ½ mile of **Qualifying High Quality Transit** (defined by 15 min. peak headways)



TOD Project Examples



California
Strategic Growth Council

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

Integrated Connectivity Projects

- Must be designed to achieve GHG reduction by increasing connectivity between **Key Destinations** through new or significantly increased transit ridership
- For **Non-Metropolitan areas** *and* portions of **Metropolitan Areas** lacking High Quality Transit requirements of a TOD

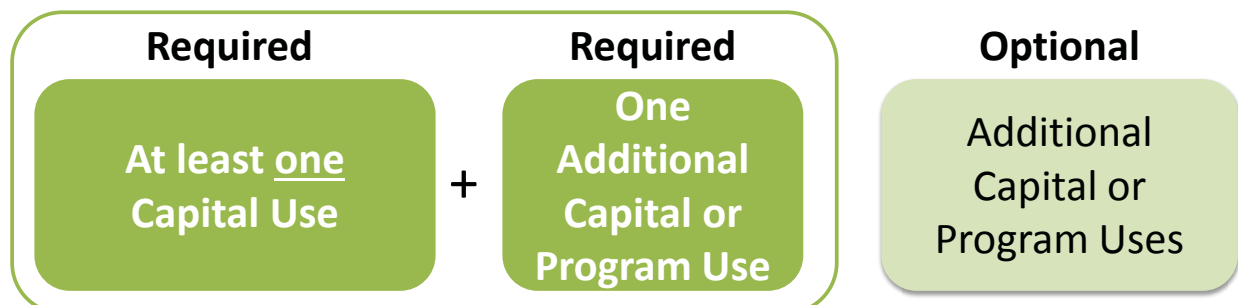
Transit Requirements

Integrated Connectivity Projects (ICP)

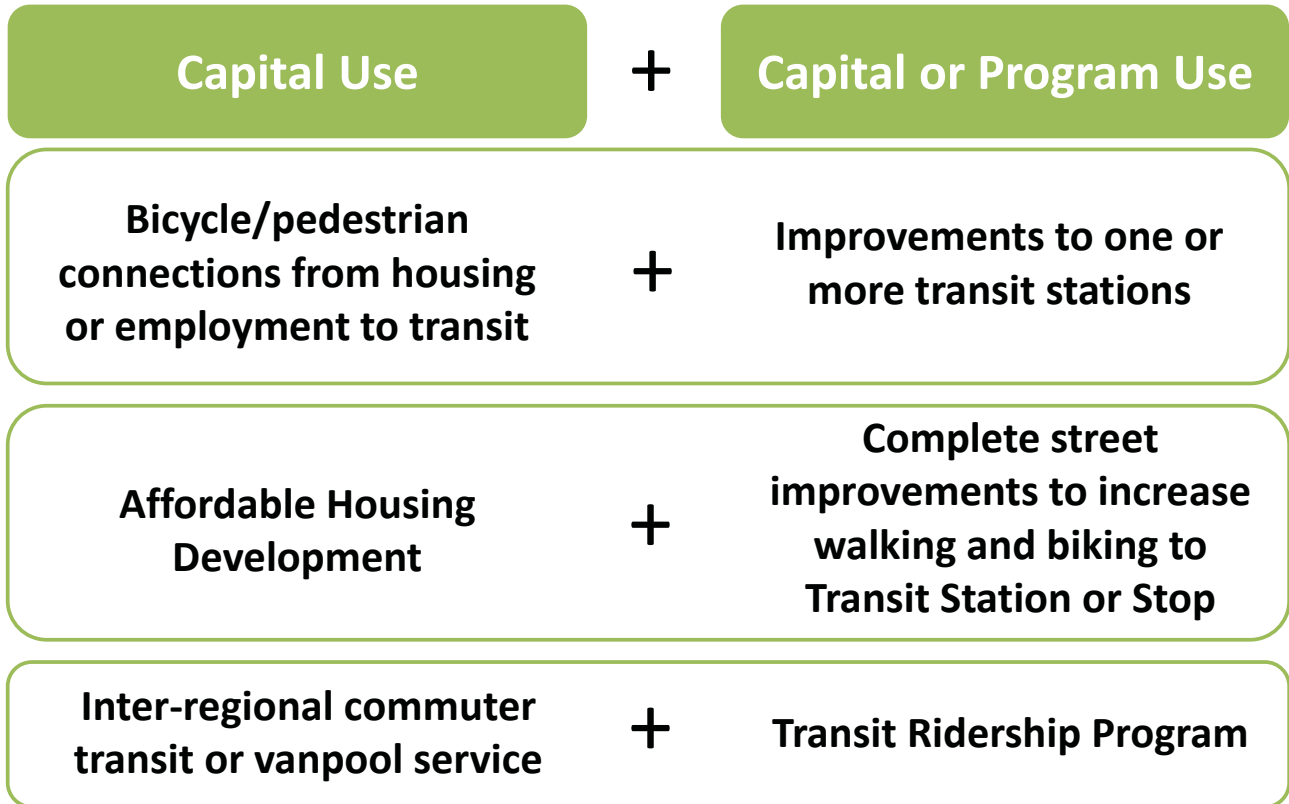
- Project Area must include at least one **Qualifying Transit Station** with service by High Speed Rail, Heavy/Light Rail, Bus Rapid Transit, Bus or Vanpool/Shuttle
- No specified distance requirements between **Key Destinations**

Integrated Connectivity Projects

- **Project Area** must include at least one **Transit Station or Stop** and be served by at least one mode of transit (can include vanpool/shuttle)
- May include affordable housing, but not required



ICP Project Examples

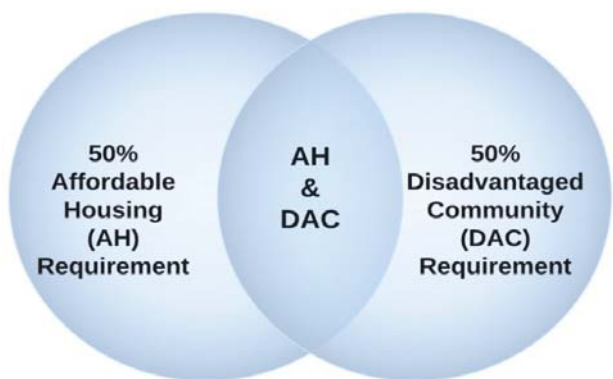


TOD & ICP Project Type Summaries

	TOD Project Categories (Corridor, District or Neighborhood)	Integrated Connectivity Projects (ICP)
	Areas with Qualifying High Quality Transit	Areas with Potential to Improve Transit
Transit Requirements	<p>Project Area must include a Major Transit Stop within a ½ mile catchment area with service by at least one of the following:</p> <ul style="list-style-type: none"> ▪ High Speed Rail ▪ Heavy/Light Rail ▪ Bus Rapid Transit (BRT) ▪ Express Bus 	<p>Project Area must include at least ONE Transit Station or Stop with service by at least one of the following:</p> <ul style="list-style-type: none"> ▪ High Speed Rail ▪ Heavy/Light Rail ▪ Bus Rapid Transit (BRT) ▪ Express Bus ▪ Bus ▪ Vanpool/Shuttle
Eligible Projects	<p>Projects MUST include at least <u>TWO</u> Eligible Uses.</p> <p>Must include (1) an affordable housing development (residential or mixed-use) and (2) one Infrastructure-Related Capital Use.</p>	<p>Projects MUST include at least <u>TWO</u> Eligible Uses.</p> <p>At least one of the Eligible Uses must include an Infrastructure-Related Capital Use.</p>

Funding Set-Asides

- At least 50% of annual proceeds appropriated for affordable housing*
- At least 50% of funding to benefit Disadvantaged Communities*
- These two requirements may occur in one project (e.g. construction of affordable housing in a disadvantaged community)



*SB 862

Eligible Applicants

A Public Agency* that has jurisdiction over the Project Area is a required applicant either alone or jointly with any of the following:

- **Joint Powers Authorities**
- **Public Housing Authorities**
- **Developers (profit or non-profit)**
- **Transit Agencies/Operators**
- **School District**
- **Facilities or other special district**

In addition, a Non-Profit Organization , Community Development Financial Institutions (CDFIs) or Community Development Corporations (CDCs) may be a co-applicant with an eligible Public Agency.

**In most cases will be a City or County*

Awards: Ranges & Limits

TOD	ICP
\$1-\$15 million	\$500,000-\$8 million

- Maximum award of \$15 million per funding cycle per city, city/county, or unincorporated county
- Only one award per **Project Area**
- A single developer may receive no more than \$15 million per funding cycle

Proposed Scoring Elements

**Feasibility
&
Readiness**

**35-40%
of Score**

**Connectivity
&
Improved
Access**

**40-45%
of Score**

**Community
Orientation**

**15-20%
of Score**

Feasibility & Readiness (35-40%)

Criteria will be used to assess “shovel-readiness” including entitlements, other funding sources and implementation of planning efforts supporting GHG reduction.

- Readiness of the Affordable Housing Development
- Readiness of Non-Housing Infrastructure Project(s)
- Program Readiness, Capacity, Need and Leverage
- Leverage of Other GGRF Funds and Prior Planning Efforts

Connectivity & Improved Access (40-45%)

Criteria assesses how changes in the built environment improve connectivity between housing, transit, employment centers and Key Destinations.

- Access to **Qualified Employment Areas**
- Proximity to Transit Supportive Land Uses
- Increase in public transit ridership
- Parking/Transit Passes/Car sharing/electric vehicle infrastructure
- Walkable corridors
- Bicycle features
- Community Greening and Natural Resource Conservation

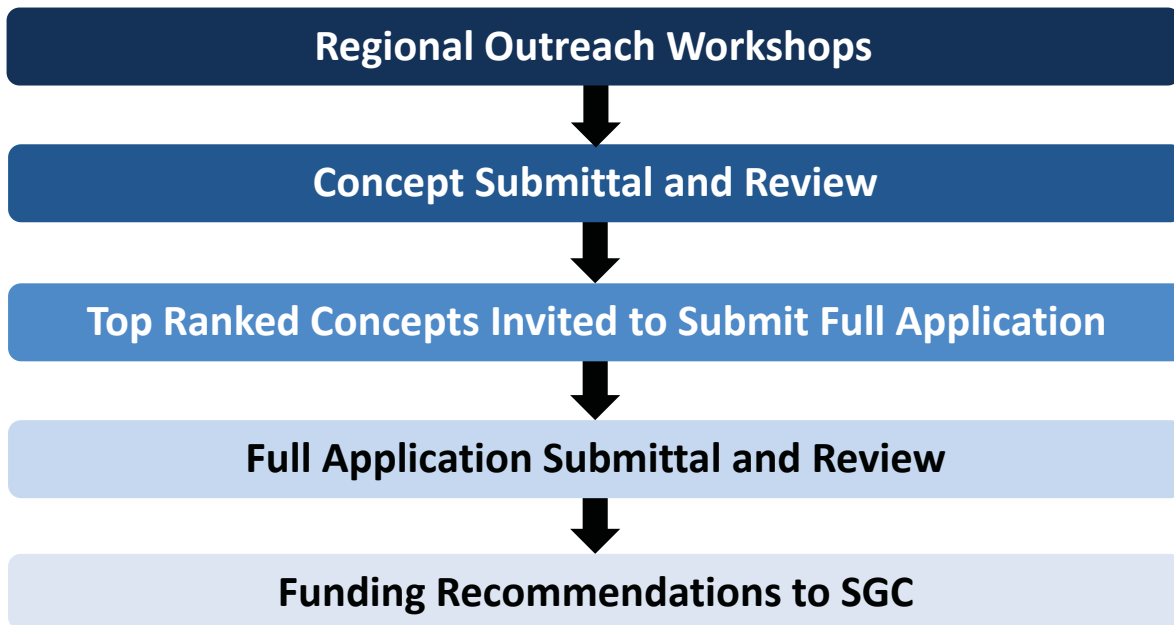
Community Orientation (15-20%)

Criteria will assess context sensitivity and extent to which proposed project addresses the needs of the community.

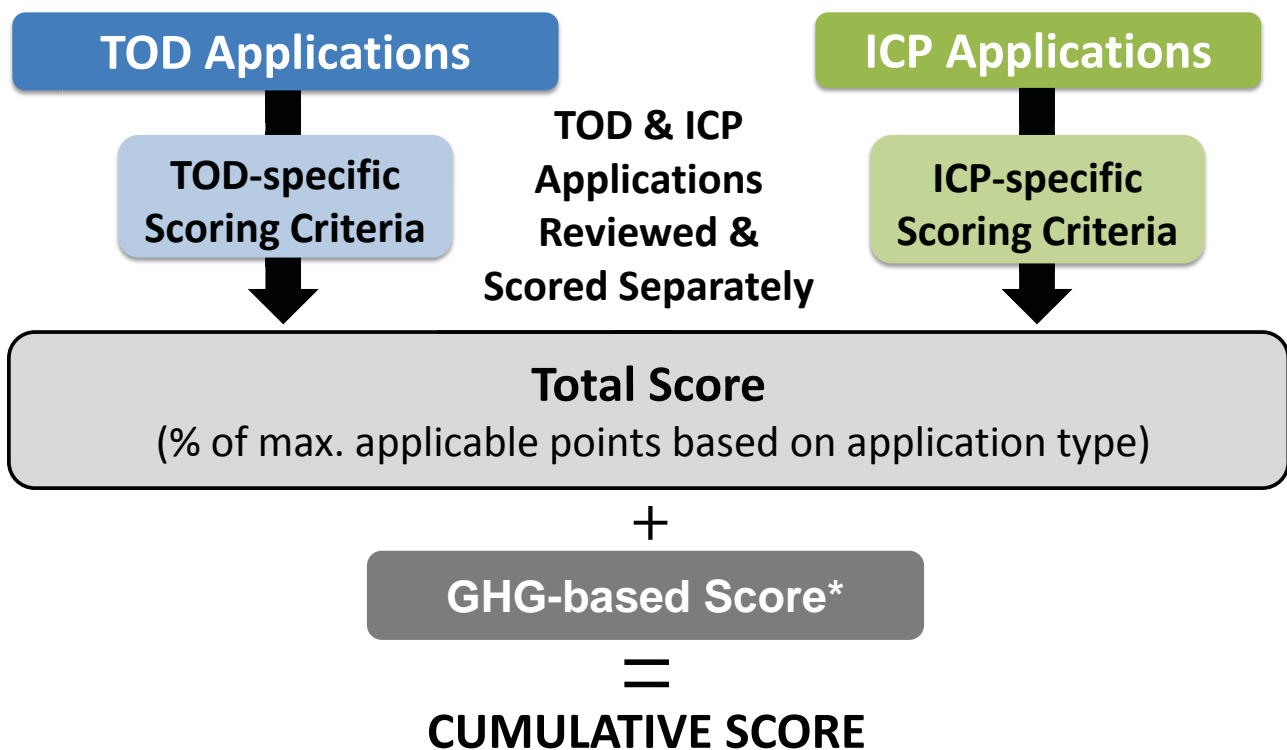
- Extent to which Housing Development serves lower- and moderate-income households
- Location Affordability Index
- Anti-Displacement Strategies
- Extent to which the Project addresses Co-Benefits
- Community Engagement

Proposed Application & Review Process

Proposed Application Process

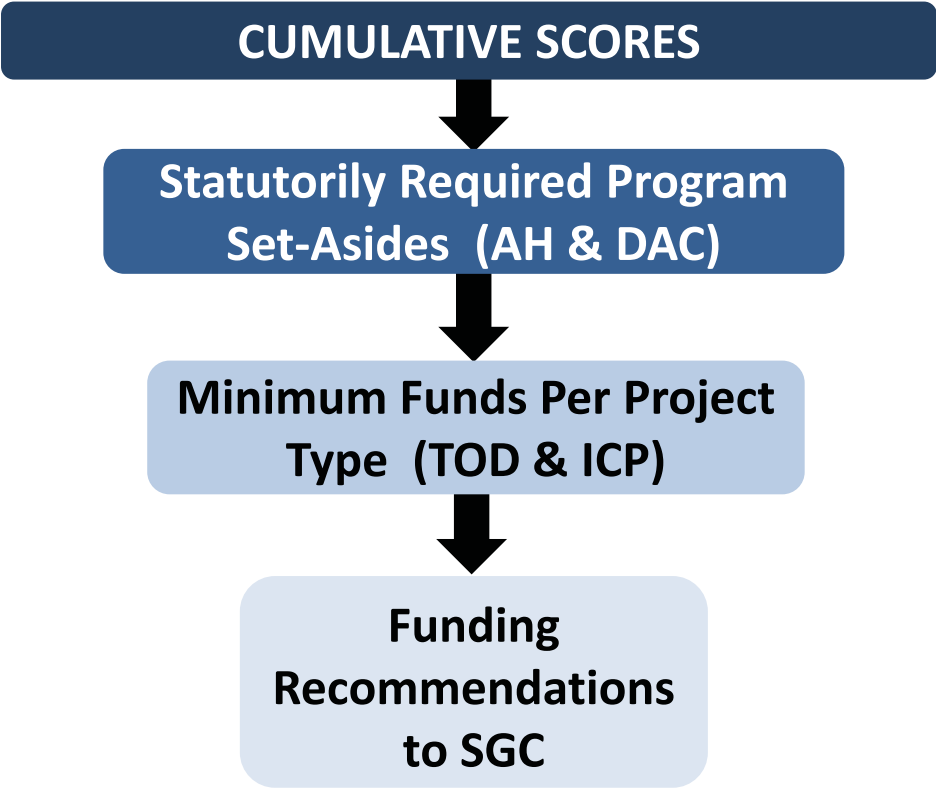


Review Process & Scoring

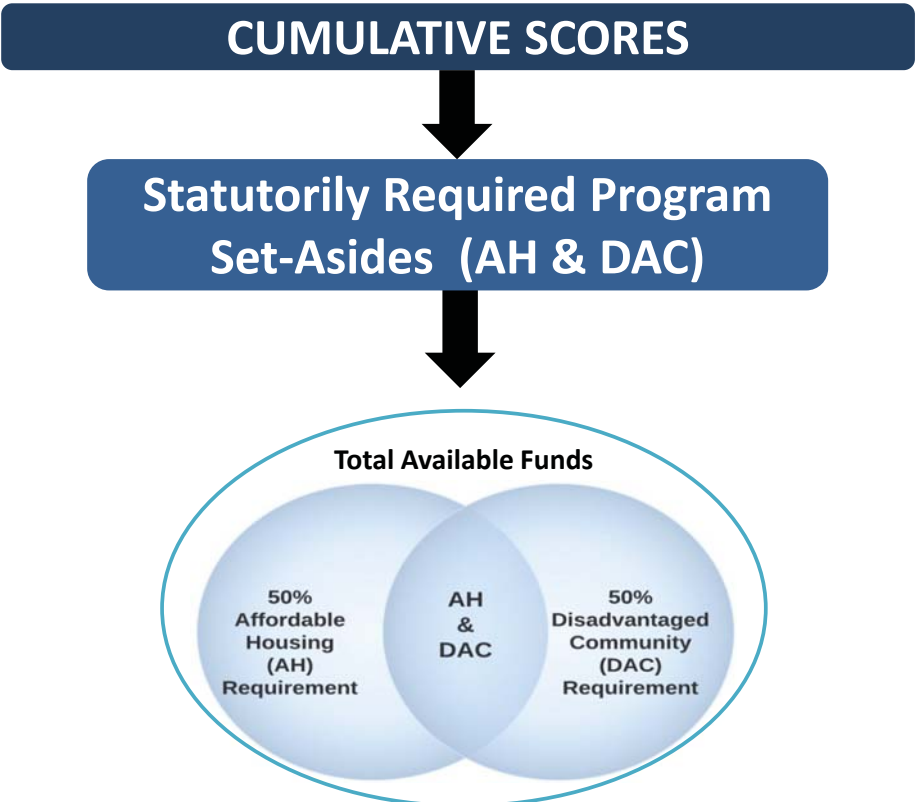


*Pending ARB Guidance

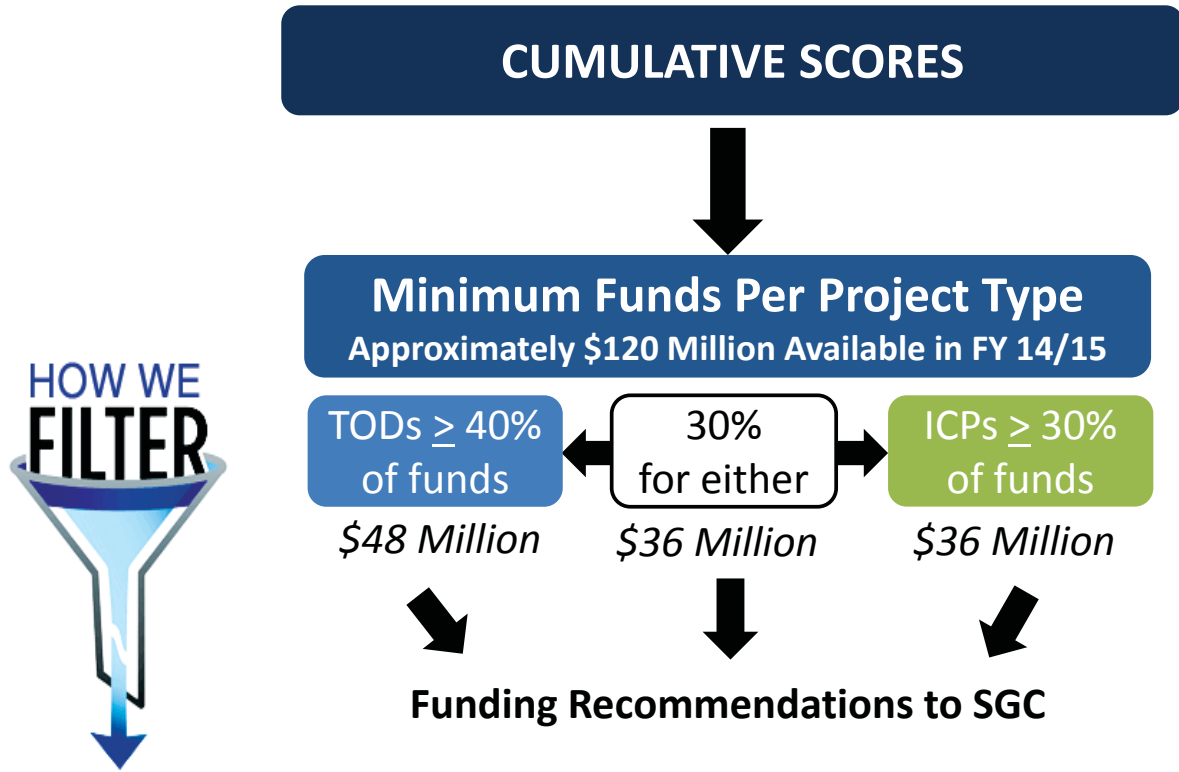
Review Process and Scoring



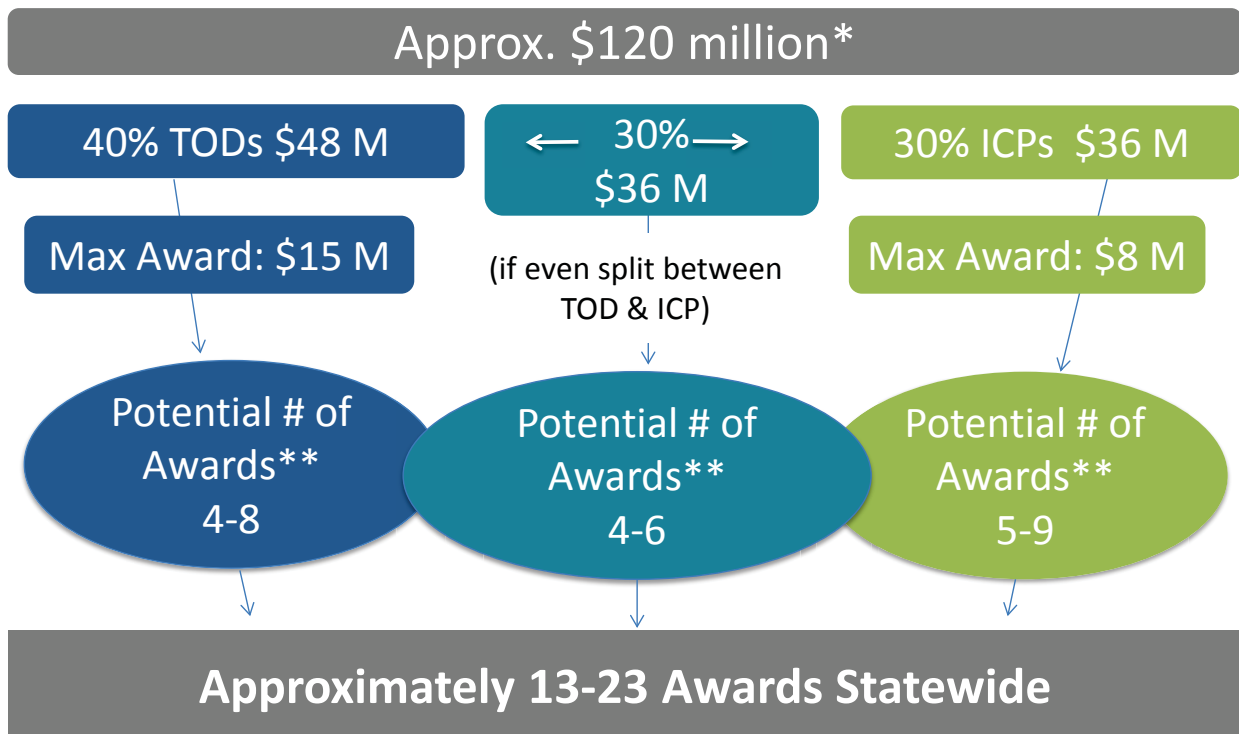
Review Process and Scoring



Review Process and Scoring



AHSC Program Funding – FY 2014/15



* Excludes SALC Program component

** Range of potential awards based upon all awards at max (low end) vs. all awards at mid-range, i.e. 50% of maximum award (high end)

Estimated Timeline

✓	AUGUST 2014	Three Public Workshops on Guideline Development
✓	SEPTEMBER 2014	Release Draft Guidelines
	OCTOBER 2014	Four Public Workshops on Draft Guidelines
	DEC 1, 2014	Release Draft Final Guidelines
	DEC 11, 2014	Final Guidelines to Council for Approval
	JANUARY 2015	Funding Solicitation Released
	FEBRUARY 2015	Concepts Due
	APRIL 2015	Full Applications Due
	JUNE 2015	Awards Announced

Existing Conditions





**BRT lane and station; dedicated bike lane
wider sidewalks, street lamps, and shade trees**



**Dense corridor development connecting transit,
housing, jobs and key destinations**

Additional comments can be
submitted to the following link:

http://sgc.ca.gov/s_ahscwebcommentform.php