



Transit, Housing, & Energy: Redefining Affordability

November 3, 2015

San Joaquin Valley Affordable Housing Summit



BIG PICTURE: WHAT ARE OUR PRIORITIES?

State Planning Priorities

In 2002, Governor Davis signed AB 857 (Wiggins) establishing the state's planning priorities.

- To **promote infill development and equity;**
- To **protect open space, agricultural, and other natural land resources;** and
- To **ensure that new development that is not infill uses land efficiently** and is adjacent to other developed areas.

California's Climate Strategy



VISION

**Reducing Greenhouse Gas Emissions
to 40% Below 1990 Levels by 2030**

GOALS

**50%
reduction
in petroleum
use in vehicles**



**50%
renewable
electricity**



**Double energy
efficiency savings
at existing buildings**

**Carbon
sequestration
in the land base**



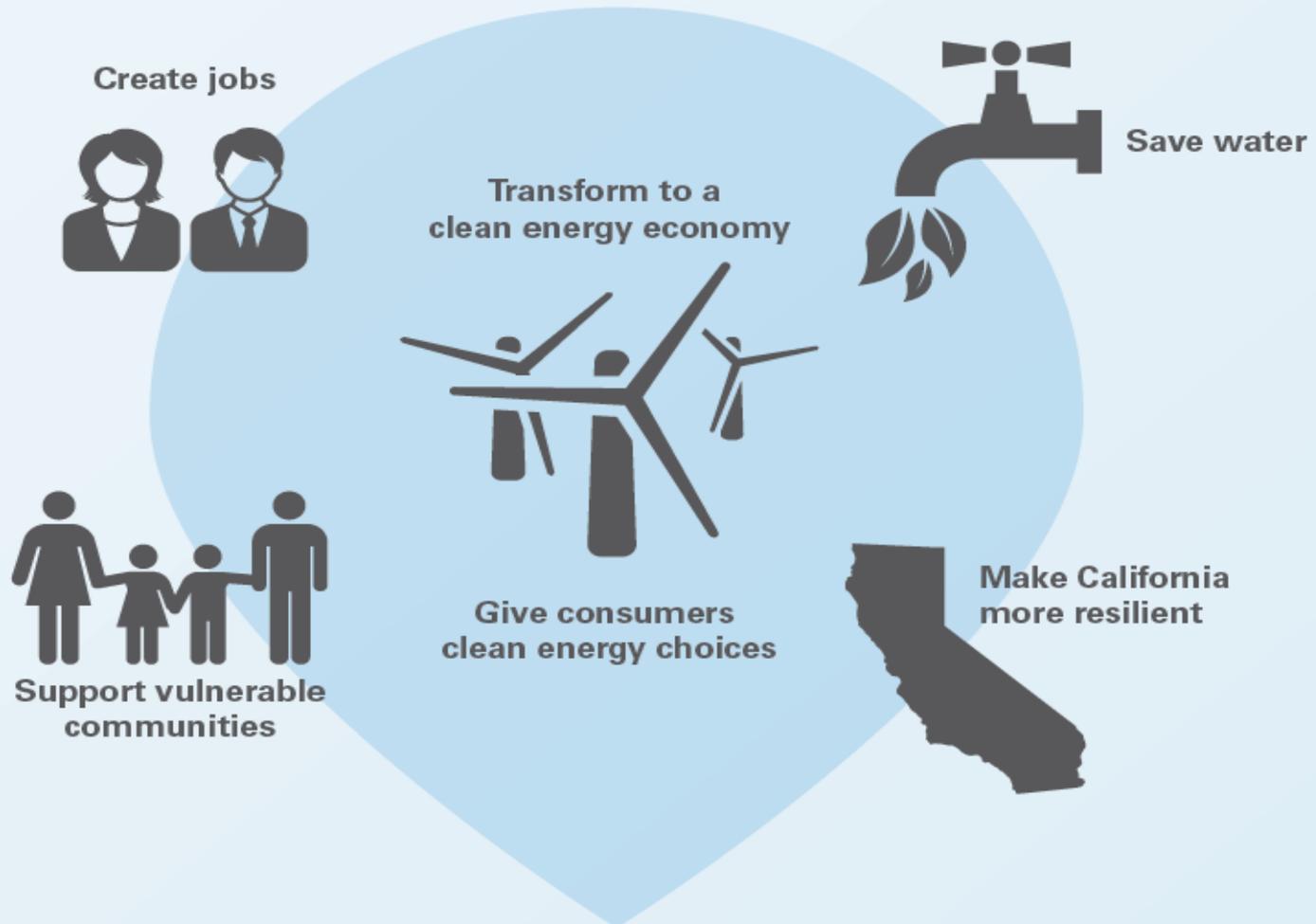
**Reduce
short-lived
climate pollutants**

**Safeguard
California**



California's Climate Strategy

PRINCIPLES



California's Climate Strategy

IMPLEMENTATION

SCOPING PLAN

LEGISLATION

Climate Action Plans

Cap and Trade Regulation

AB758 Energy Efficiency Plan

SLCP Plan

GGRF Investment Plan

Forest Carbon Plan

2040 CA Transportation Plan

Healthy Soils Action Plan

Other plans/regulations for renewables, efficiency, transportation, fuels

BUILDING BLOCKS

Partnerships



Incentives



Voluntary Action



Local Action



Research



Grants



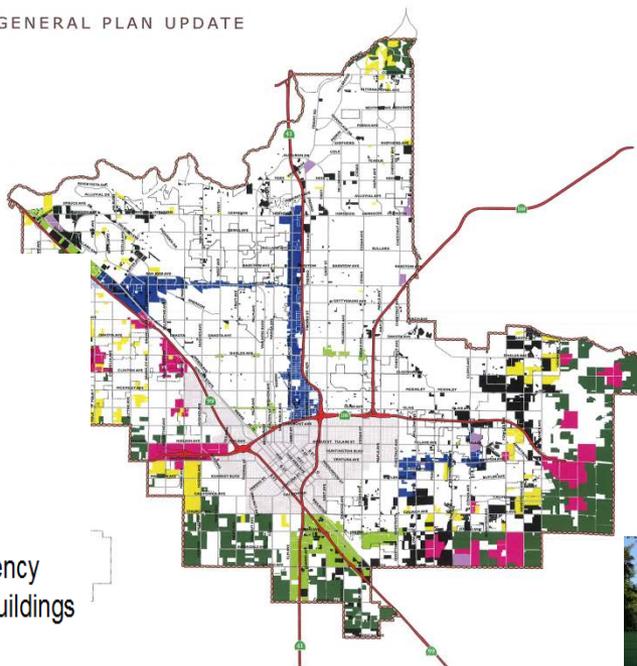
Regulations



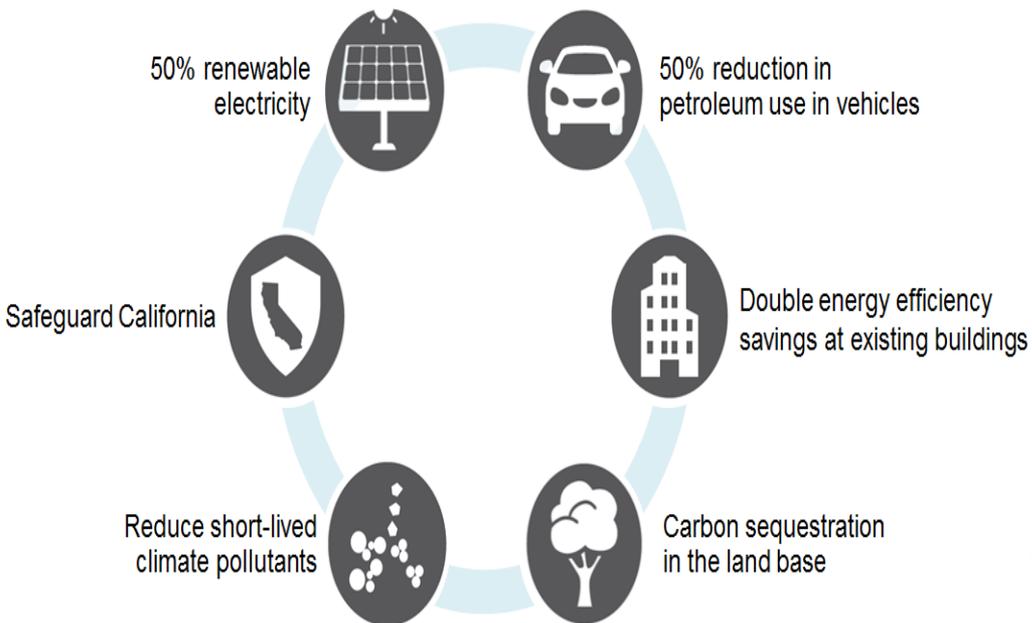
Linking state policies...

Figure X.X Opportunity Sites

- Boundaries**
- Sphere of Influence
 - City Limits
 - Downtown
- Opportunity Sites**
- Pipeline Projects
 - Tentative Maps
 - Infill Vacant
 - Revitalization 2
 - Revitalization 4
 - Growth Area 5
 - Growth Area 6
 - Growth Area 7



...to local policies



Policy Coordination

aka Cat Herding and Silo Busting



California Health In All Policies Task Force

Purpose:

- Promote health, equity, and sustainability

Structure:

- Governor's Executive Order (2010) and Senate Concurrent Resolution 47 (2012)
- Convenes 22 State agencies, departments, offices
- Reports to the **Strategic Growth Council**
- Funding from CDPH, The California Endowment and Kaiser Permanente Community Benefit

Process:

- Facilitated by CDPH, in partnership with PHI
- Consensus decision-making
- Focus on co-benefits

HiAP Active Transportation Action Plan

Values

- Advancing state priorities
 - Reducing greenhouse gas emissions, infill development
 - Public Health
 - Equity
- Cross-agency alignment and coordination



Themes

- Mode shift
 - Safety and equity
 - Systems change
 - Collaboration
 - Voluntary
- **HiAP Task Force & Strategic Growth Council members:** Business Consumer Services & Housing, Transportation, Caltrans, Education, Public Health, Natural Resources, General Services, Government Operations, Housing & Community Development, Planning & Research, Traffic Safety
 - **Additional governmental organizations:** Motor Vehicles, Highway Patrol
 - **Non-governmental partners:** Safe Routes to School National Partnership, TransForm, California Walks, Safe Transportation Research & Education Center, UC Berkeley Center for Cities and Schools



HiAP Task Force Active Transportation Action Plan Highlights

- Embed health and equity in long-range planning documents (Regional Transportation Plan Guidelines, California Transportation Plan 2040) and grant-making programs
- Disseminate guidance, tools, and other materials
- Support active transportation in school environments (Land Use Schools and Health workgroup)
- Promote walking/biking for state employees
- Develop metrics and a statewide goal for mode shift



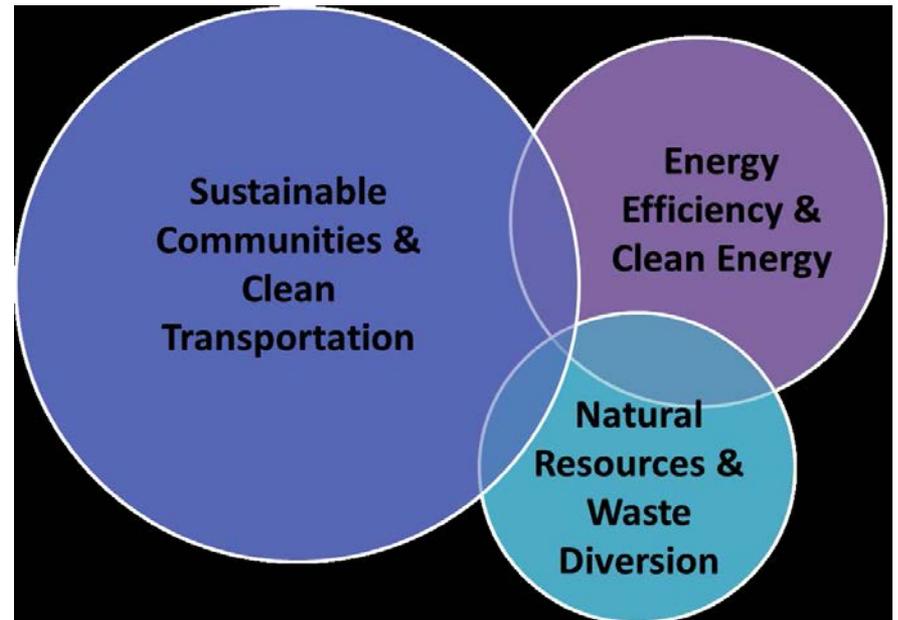
Sustainable Communities Implementation

Doing

California Climate Investments

(aka Cap-and-Trade)

- Three-year investment plan completed in May 2013
- Covers FY 13-14, FY 14-15, FY 15-16
- Focus on enhancing or expanding existing programs
- Update to the Expenditure Plan in 2015
 - Workshops held in August and November 2015



GGRF Appropriations by Fiscal Year	2013-14	2014-15	2015-16
HSRA - High Speed Rail*	--	\$ 250M	\$ 500M
Caltrans - Low Carbon Transit Operations*	--	\$ 25M	\$ 100M
CalSTA - Transit and Intercity Rail Capital*	--	\$ 25M	\$ 265M
SGC – Afford. Housing/Sustainable Communities*	--	\$ 130M	\$ 400M
ARB - Low Carbon Transportation	\$ 30M	\$ 200M	\$ 90M
CSD – Residential Weatherization/Solar	--	\$ 75M	\$ 79M
CEC - Energy Efficiency for Public Buildings	--	\$ 20M	--
DWR – Water Energy Efficiency	\$ 30M	\$ 40M	\$ 20M
CDFA - Agricultural Energy Efficiency	\$ 10M	\$ 35M	\$ 40M
CDFW - Wetlands and Watershed Restoration	--	\$ 25M	--
CALFIRE – Sustainable Forests	--	\$ 42M	--
Cal Recycle - Waste Diversion	--	\$ 25M	--
Total (as of Sept. 2015)	\$ 70M	\$ 892M	\$1,494M

*Continuously appropriated agencies. FY2015-16 amounts from 2015 May Revise Budget estimates

11/13/2015

Affordable Housing and Sustainable Communities (AHSC) Program



Objectives

To fund projects that

- result in the reduction of greenhouse gas emissions and vehicle miles travelled (VMT) and
- increase accessibility of housing, employment centers and key destinations through low-carbon transportation options such as walking, biking and transit.



2014-15 Statistics

723,286 METRIC TONS IN AVOIDED GHG EMISSIONS =
TAKING 140,000 CARS OFF THE ROAD FOR ONE YEAR

2,003 new
affordable units
near transit

28 projects

19 counties

21 cities

\$92 million to
benefit
Disadvantaged
Communities

\$32 million for transit,
walking & biking

Project Type: Transit-Oriented Developments

- Located within a ½ mile of High-Quality Transit
- NEW for 2015: May include transportation, but not required*

Required

Affordable Housing
or Housing-Related
Infrastructure

+

AND at least one additional use

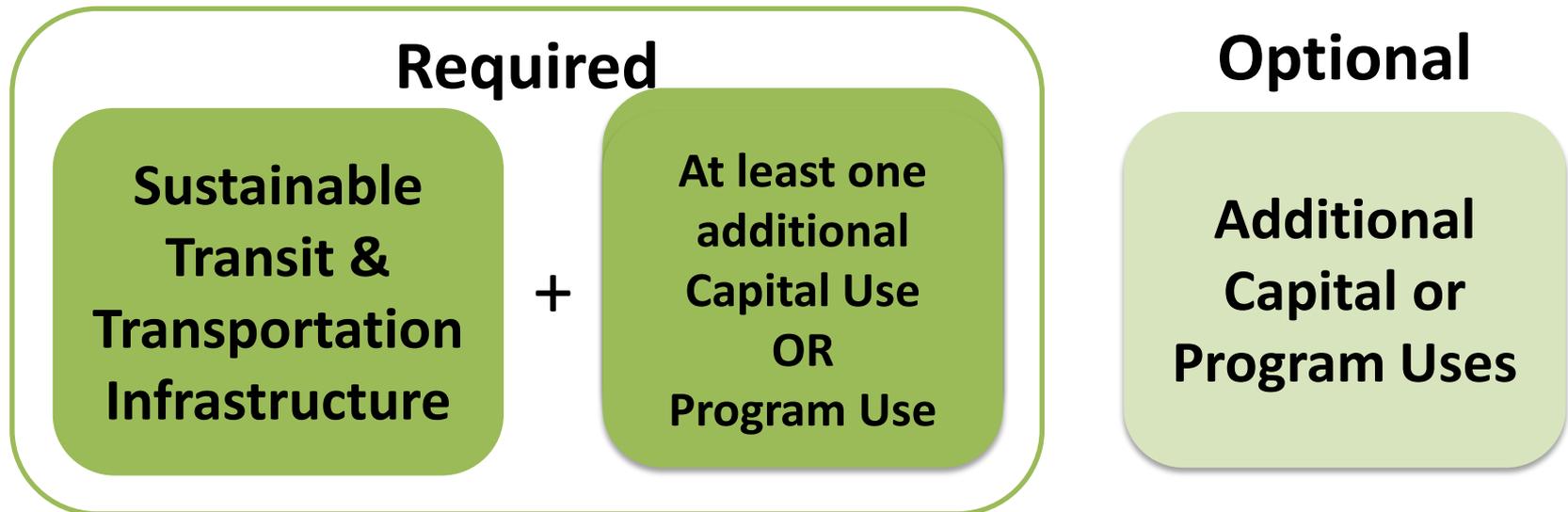
Sustainable
Transit or
Transportation
Infrastructure

or

Additional
Capital or
Program Uses

Project Type: Integrated Connectivity Projects

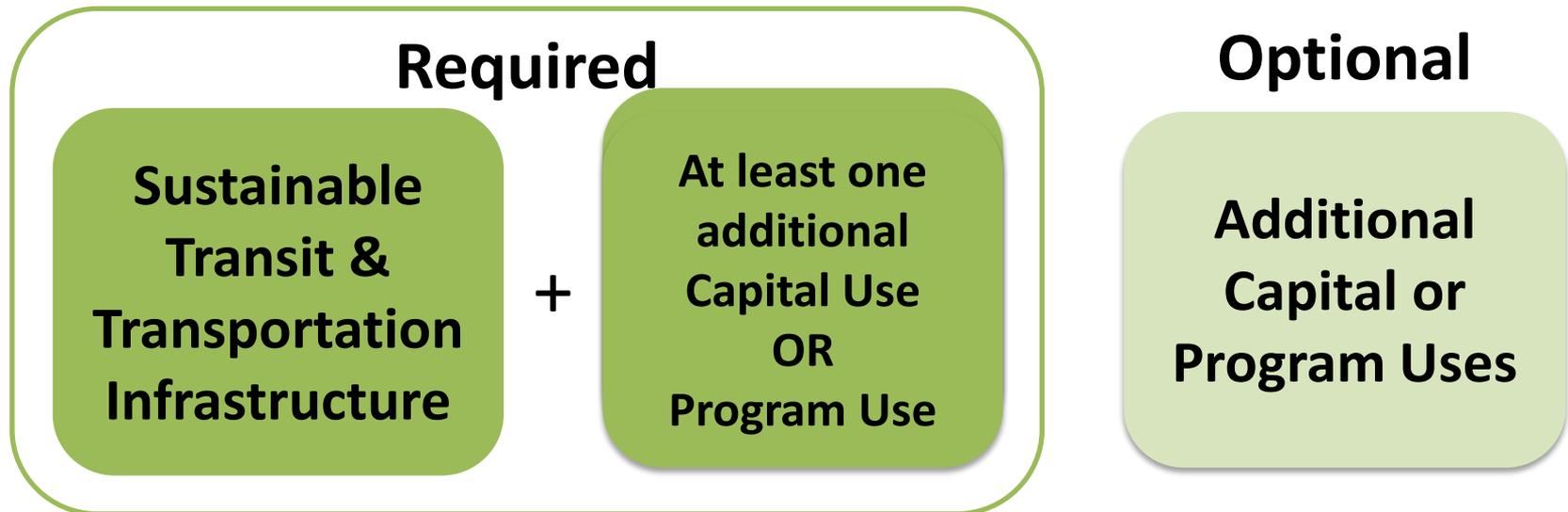
- Must have Qualifying Transit
- NEW for 2015: Must include Transit or Transportation Infrastructure*



Project Type: Rural Innovation Project Area

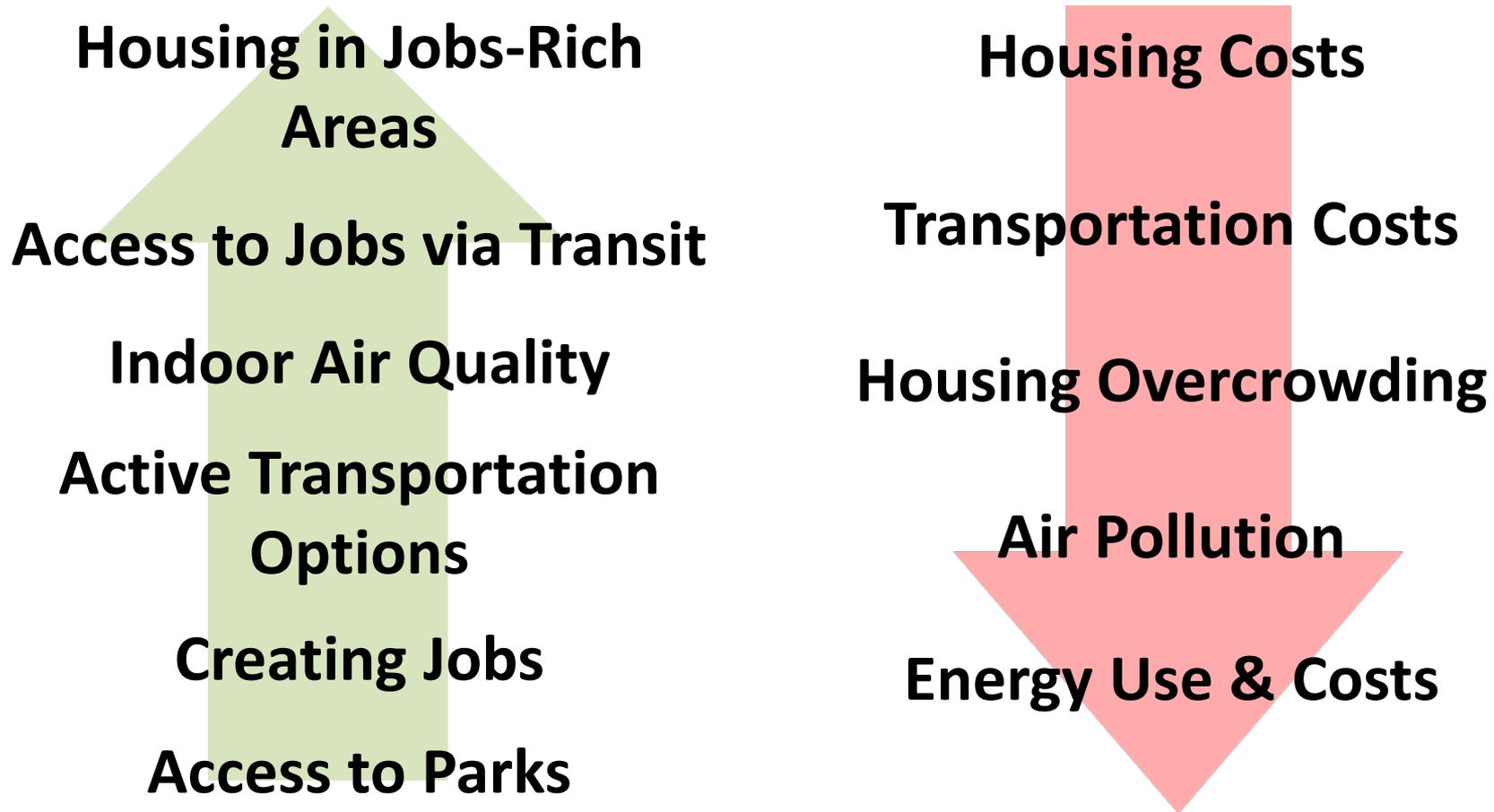
NEW for 2015:

- CANNOT be served by High Quality Transit
- Must be located in a Rural Area
- Must meet same requirements as an ICP





Common Project Co-Benefits



Rural Projects

Submitted Concepts: \$59,380,374 for 15 projects

Buellton	Mecca (2)	Mojave
Huron	Reedley	Traver
Lamont	Sonoma	Truckee
Lindsay	Goshen	Lake Isabella
Mead Valley	San Joaquin, Imperial and Salinas Valleys (Vanpool)	

Invited: \$21,972,156 for 4 projects

Buellton	Truckee	Lindsay	Vanpool
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Funded: \$11 million for 2 projects

**Vanpool Expansion Project
(\$3 m)**

**Truckee Railyard Downtown
Corridor Improvements (\$8 m)**

Takeaways:

- Ensuring Resources to Disadvantaged Communities is Critical to State, Regional, and Local Success
- One Size Doesn't Fit All – Flexibility and Patience is Key
- Partnership and True Collaboration Takes Time



Thank you!

Allison Joe

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