



San Gabriel Valley Council of Governments

AGENDA AND NOTICE

OF THE MEETING OF THE SGVCOG PLANNING DIRECTORS TECHNICAL ADVISORY COMMITTEE (TAC)

Monrovia Community Center: 119 W. Palm Ave.; Monrovia, CA 91016
Thursday, April 25, 2019 – 12:00 PM

Chair:
Craig Hensley
City of Duarte

Vice-Chair:
Brad Johnson
City of Claremont

Members
Alhambra
Arcadia
Baldwin Park
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Irwindale
La Verne
Monrovia
Montebello
Monterey Park
Rosemead
San Dimas
San Gabriel
Sierra Madre
South El Monte
South Pasadena
Temple City
West Covina
LA County DRP

Thank you for participating in today's meeting. The Planners' Technical Advisory Committee encourages public participation and invites you to share your views on agenda items.

MEETINGS: *Regular Meetings of the Planners' Technical Advisory Committee are held on the fourth Thursday of each month at 12 PM at Upper San Gabriel Valley Municipal Water District-602 E. Huntington Dr., Suite B, Monrovia, CA 91016.* The Planners' Technical Advisory Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, www.sgvkog.org. Copies are available via email upon request (sgv@sgvcog.org). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

CITIZEN PARTICIPATION: Your participation is welcomed and invited at all Planners' Technical Advisory Committee meetings. Time is reserved at each regular meeting for those who wish to address the Board. SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane, or disruptive remarks.

TO ADDRESS THE PLANNERS' TECHNICAL ADVISORY COMMITTEE: At a regular meeting, the public may comment on any matter within the jurisdiction of the Committee during the public comment period and may also comment on any agenda item at the time it is discussed. At a special meeting, the public may only comment on items that are on the agenda. Members of the public wishing to speak are asked to complete a comment card or simply rise to be recognized when the Chair asks for public comments to speak. We ask that members of the public state their name for the record and keep their remarks brief. If several persons wish to address the Committee on a single item, the Chair may impose a time limit on individual remarks at the beginning of discussion. **The Planners' Technical Advisory Committee may not discuss or vote on items not on the agenda.**

AGENDA ITEMS: The Agenda contains the regular order of business of the Planners' Technical Advisory Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Committee can be fully informed about a matter before making its decision.

CONSENT CALENDAR: Items listed on the Consent Calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion on these items unless a Committee member or citizen so requests. In this event, the item will be removed from the Consent Calendar and considered after the Consent Calendar. If you would like an item on the Consent Calendar discussed, simply tell Staff or a member of the Planners' Technical Advisory Committee.



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the SGVCOG office at (626) 457-1800. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



PRELIMINARY BUSINESS

3 MINUTES

1. Call to Order
2. Roll Call
3. Public Comment (*If necessary, the Chair may place reasonable time limits on all comments*)

CONSENT CALENDAR

2 MINUTES

(It is anticipated that the Committee may take action on the following matters)

4. Planners TAC Meeting Minutes – 03/28/2019 -- Page 1
Recommended Action: Approve.

ACTION ITEMS

10 MINUTES

5. AB 377: Microenterprise Home Kitchen Operations (Garcia) -- Page 5
Recommended Action: Recommend that the Governing Board oppose AB 377 (Garcia), unless amended.

DISCUSSION ITEMS

15 MINUTES

6. SB 48: Interim housing intervention developments (Wiener)-- Page 19
Recommended Action: Discuss and provide direction to staff.
7. SB 50: Planning and zoning: housing development: incentives (Wiener) -- Page 39
Recommended Action: Discuss and provide direction to staff.

PRESENTATIONS

20 MINUTES

8. The Covina Town Center Specific Plan: Presentation by Brian Lee, Community Development Director, City of Covina -- Page 77
Recommended Action: For information only.

UPDATE ITEMS

15 MINUTES

9. Metro Active Transportation (MAT) 2% Program – Update -- Page 79
Recommended Action: For information only.
10. Update on a Regional Housing and Land Trust Fund & SB 751 (Rubio) -- Page 111
Recommended Action: For information only.

CHAIR'S REPORT

2 MINUTES

11. Solicitation of presentation topics.
Recommended Action: For discussion.
12. Current City Projects
Recommended Action: Discuss the idea of a monthly presentation on city projects by TAC members.

ANNOUNCEMENTS

2 MINUTES

- The next Planning Directors' TAC Meeting will take place on Thursday, May 23, 2019, at 12 Noon.

ADJOURN



SGVCOG Planners TAC Meeting Minutes

Date: March 28, 2019

Time: 12:00 P.M.

Location: Monrovia Community Center
119 West Palm Avenue; Monrovia, CA 91016

PRELIMINARY BUSINESS

1. Call to Order. The meeting was called to order at 12:01 P.M.
2. Roll Call

Planners TAC Members Present

V. Reynoso, P. Lam; Alhambra
L. Flores, L. Torrico; Arcadia
E. Ramirez; Baldwin Park
B. Johnson; Claremont
M. Nakajima; Diamond Bar
C. Hensley, J. Golding; Duarte
C. Averell, N. Lee; El Monte
J. Kugel; Glendora
E. Arreola; Irwindale
S. Bermejo, C. Jimenez; Monrovia
A. Lao; Rosemead
L. Stevens, A. Garcia; San Dimas
M. Chang; San Gabriel
V. Gonzalez; Sierra Madre
J. Jimenez; South El Monte
J. Drevno, N. Ornelas, Jr.; LA
County DRP

Planners TAC Members Absent

Covina
La Verne
Montebello
Monterey Park
South Pasadena
Temple City
West Covina

SGVCOG Staff

P. Duyshart

Guests

D. Flores; City of Azusa
A. Ross; LA County Dept. of Public Works
M. Moore; BlueLA

3. Public Comment.

No public comment.

CONSENT CALENDAR

4. Planners TAC Meeting Minutes – 02/28/2019

There was a motion made to approve the 02/28/2019 Planners' TAC Meeting Minutes (M/S: B. Johnson/C. Jimenez).

Passed]

[Motion

Ayes	Alhambra, Arcadia, Baldwin Park, Claremont, Diamond Bar, Duarte, El Monte, Glendora Irwindale, Monrovia, Rosemead, San Dimas, San Gabriel, Sierra Madre, South El Monte, LA County DRP
Noes	
Abstain	
Absent	Covina, La Verne, Montebello, Monterey Park, South Pasadena, Temple City, West Covina

5. Election of the Vice Chair for the Remainder of FY 2018-2019

There was a motion made to nominate and elect Brad Johnson of the City of Claremont to be the Vice Chair of the Planners' TAC for the remainder of FY 2018-2019 (M/S: C. Jimenez/C. Hensley).

[Motion

Passed]

Ayes	Alhambra, Arcadia, Baldwin Park, Claremont, Diamond Bar, Duarte, El Monte, Glendora Irwindale, Monrovia, Rosemead, San Dimas, San Gabriel, Sierra Madre, South El Monte, LA County DRP
Noes	
Abstain	
Absent	Covina, La Verne, Montebello, Monterey Park, South Pasadena, Temple City, West Covina

PRESENTATIONS

6. BlueLA Carsharing Service & Blue Systems Technology Service

Mitch Moore, the Marketing Manager for BlueLA, provided a presentation to the Transportation Committee during which he shared the background and history of this innovative and environmentally-friendly car-sharing service, how the service is implemented, information about BlueLA's marketing and outreach plan for 2019, and information on future plans. BlueLA is the nation's largest car-sharing program benefitting underserved communities. Mr. Moore stressed how BlueLA needs a lot more stations so that there is more dense coverage for this program, as the program's system relies on density to increase convenience and ridership.

Mr. Moore then presented on the new Blue System Technology Service, which is a smart mobility platform which will essentially function as a mobility manager, a parking manager, and a smart patrol module. He stated how as curbside space becomes more competitive, this service can assist cities in controlling and regulating curbside use and parking.

Questions/Discussion: The following issues were asked about and discussed:

- One member of the TAC asked: what kind of turnover does your company need to make BlueLA work? What types of areas would this expansion work in? Additionally, is there a market for partnering with affordable housing developers to have a car-sharing station at or near the site?
 - Mr. Moore responded that BlueLA must densify its market first before spreading to less dense, less urban areas.

- Another TAC member asked how BlueLA selects where to place the stations.
 - Mr. Moore stated that they engage with planning entities during the selection process, and that they also engage in community forums to solicit feedback.
- A third TAC member asked if BlueLA has applications for parking-lot based stations, or just curbside stations.
 - Mr. Moore said that BlueLA currently only has curbside stations, but it is currently looking into trying to expand into more private or public parking lots.
- A Planning TAC member pointed out that maybe cities could utilize car share programs like this to help reduce the need for more parking requirements at new developments.
- Mr. Moore was asked if BlueLA could work in a more suburban service environment.
- There was a question asked about how BlueLA obtains its data.

DISCUSSION ITEMS

7. Governor Newsom's Legislative Housing Proposals

P. Duyshart of the SGVCOG led the discussion on this item. He pointed out that most of Governor Newsom's legislative housing proposals will move forward through the budget "trailer bills" process in order to enact his housing policy initiatives, rather than using the regular, convention legislative process. Since Governor Newsom is including these proposals in trailer bills, these proposals will not have to go through the legislative policy and appropriations committees, and will instead only have to be reviewed by two budget subcommittees and then potentially the Budget Conference Committee. This will make it easier for these housing funding proposals to pass and then become law as part of the State's budget legislation.

8. Statewide Housing Legislation related to the CASA Compact

P. Duyshart of the SGVCOG led the discussion for this item. He mentioned that, over the course of the past two months, the Planning TAC has discussed pieces of legislation which pertain to housing, planning, and zoning. While some of the bills that are related to elements of the CASA Compact were included in previous legislative staff reports from the SGVCOG, some of these bills were not included in previous legislative staff reports. Viewing these pieces of legislation through the lens of the CASA Compact enables the SGVCOG to identify new pieces of housing-related legislation, and also enables the COG and cities to see how these bills originated and why they were introduced.

Questions/Discussion: The following issues were asked about and discussed:

- A member of the TAC stated that maybe SGVCOG cities could pool SB 2 planning grant funding resources together to draft a San Gabriel Valley-specific housing needs study and report, one that is more applicable to the needs and characteristics of this sub-region.

9. AB 377: Microenterprise Home Kitchen Operations

Peter Duyshart of the SGVCOG presented on this item to the TAC. AB 377 (Garcia) is an urgency bill has been introduced into the California State Assembly. Since the bill is

an urgency statute, it would take effect immediately upon signature from Governor Newsom if the bill is passed by both chambers of the California State Legislature. However, this urgency bill will need to garner two-thirds of the vote in each legislative chamber in order to pass. It should also be noted that AB 377 has been amended twice, once on March 11, and for a second time on March 25. The bill would modify the conditions for a city or county to permit MEHKOs within its jurisdiction. The bill would also amend the inspections and food safety standards which are applicable to microenterprise home kitchen operation businesses. Additionally, AB 377 would disallow MEHKOs from being able to cater food or use the word “catering” in in their advertisements, and would also ban third-party delivery services, such as Uber Eats and GrubHub, from delivering food which is prepared by MEHKOs to customers. The bill also clarifies that if a county takes a particular action on MEHKOs, including on their authorization, then the county’s decision applies to all agencies within its jurisdiction.

Questions/Discussion: The following issues were asked about and discussed:

- Multiple cities expressed concerns that there is not a local agency opt-out provision in the AB 377 urgency statute.

EXECUTIVE DIRECTOR’S COMMENTS

10. SCAG’s RHNA Methodology Survey Packet & RHNA Annual Reporting Reminder

Peter Duyshart of the SGVCOG reminded TAC members and cities to please send in their respective cities’ RHNA Methodology Survey Packet to SCAG by April 30th.

CHAIR’S REPORT

11. Solicitation of presentation topics

There was no discussion on this item.

12. Current City Projects

P. Duyshart announced to the TAC that the City of Covina and the City of Glendora will each be presenting on one of their respective city’s Specific Plan projects at the next couple TAC meetings. One presentation will take place at the April meeting and the other presentation will take place at the May meeting.

ANNOUNCEMENTS

C. Hensley, the Chair of the Planning TAC, announced that the next Planning TAC Meeting will be on Thursday, April 25th, 2019.

ADJOURN

The meeting adjourned at 1:13 P.M.

REPORT

DATE: April 25, 2019

TO: SGVCOG Planning Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **AB 377: MICROENTERPRISE HOME KITCHEN OPERATION (MEHKO)**

RECOMMENDED ACTION

Recommend that the Governing Board oppose AB 377 (Garcia), unless amended to include an opt-out provision for local jurisdictions, including cities.

BACKGROUND ON MEHKOs

This past September, Assembly Bill 626 (Garcia) was signed into law by Governor Jerry Brown. AB 626 regulates the operation of Microenterprise Home Kitchen Operations, also known by its acronym of MEHKO. MEHKOs are a new type of limited food service and distribution facility which allows residents in a private home or dwelling to prepare food and serve food to customers for profit, but in a limited manner. MEHKOs, like regular commercial or retail food service facilities, must comply with the California Retail Food Code (CRFC), and this includes the requirement that they obtain an operational permit from their respective local enforcement agency. In Los Angeles County, most cities contract out to the Department of Public Health Environmental Health for permitting, inspection, and compliance services for food service facilities.

While MEHKOs are now allowed to apply for service permits, and to operate as a food service facility, there are restrictions placed upon MEHKOs in order to limit their operations. Below is a summary of the most notable and pertinent restrictions on MEHKOs, as stipulated by AB 626:

- MEHKOs cannot have more than one full-time food employee.
- MEHKOs cannot exceed \$50,000 in gross annual sales.
- MEHKOs may only sell food directly to private consumers.
- These food facilities may only produce a maximum of 30 meals per day and 60 meals per week.
- Food must be consumed at the location of the MEHKO, or can be picked up by a local small-party customer.

AB 626 permits counties and local municipalities to enact an ordinance or resolution to authorize the local enforcement entity to issue public health permits and conduct inspections.

AB 377

Due to the fact that the language in AB 626 is nebulous and ambiguous, the LA County Department of Public Health (DPH) has been working with the California Conference of Directors of Environmental Health (CCDEH) and the County Health Executives Association of California (CHEAC) to address these issues. These organizations have been working in a collaborative manner with Assembly Member Garcia, who was the author of AB 626, to draft an urgency bill,

AB 377, to deal with some of the aforementioned issues and to improve the regulations for MEHKOs.

Since the bill is an urgency statute, it would take effect immediately upon signature from Governor Newsom. However, this urgency bill will need to garner two-thirds of the vote in each legislative chamber in order to pass. The bill would:

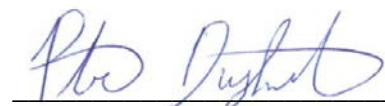
- Modify the conditions for a city or county to permit MEHKOs within its jurisdiction.
- Amend the inspections and food safety standards which are applicable to microenterprise home kitchen operation businesses.
- Disallow MEHKOs from being able to cater food or use the word “catering” in their advertisements.
- Ban third-party delivery services, such as Uber Eats and GrubHub, from delivering food which is prepared by MEHKOs to customers.
- Clarify the inspection process for MEHKOs.
- Clarify the requirements for the use of Internet intermediaries.

NEXT STEPS

The LA County Department of Public Health suggests that cities delay adopting an ordinance or resolution on MEHKO until AB 377 has been chaptered into State law. It is anticipated that this urgency bill will be signed into law by Governor Newsom in June, and since it will take effect immediately, it will impact the MEHKO market, and cities’ role in the permitting process, right away.

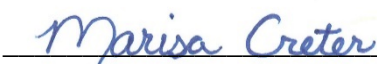
Some San Gabriel Valley cities have expressed concerns with both AB 626 and AB 377. The current version of AB 377 does not contain an opt-out provision for cities. This opt-out provision, in theory, would permit a local agency to opt-out of a county’s ordinance if a county approves the permitting of MEHKOs; it was thought that this might have been stipulated in AB 377. Instead, the bill clarifies that, if a county authorizes the permitting of microenterprise home kitchen operations, the authorization will apply to all localities within its jurisdiction, including cities. San Gabriel Valley cities prefer for there to be an opt-out clause within this piece of legislation. Thus, SGVCOG staff is recommending that the SGVCOG Governing Board oppose AB 377, unless it is amended to include an opt-out provision for local jurisdictions, including cities.

Prepared by:



Peter Duyshart
Project Assistant

Approved by:



Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – AB 377 Legislation Text -- Page 8

Attachment B – AB 377 Legislative History -- Page 16

Attachment C – AB 377 (Garcia) Fact Sheet from Assembly Member Garcia's Office -- Pg. 17



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AB-377 Microenterprise home kitchen operations. (2019-2020)

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Date Published: 03/25/2019 09:00 PM

AMENDED IN ASSEMBLY MARCH 25, 2019

AMENDED IN ASSEMBLY MARCH 11, 2019

CALIFORNIA LEGISLATURE— 2019–2020 REGULAR SESSION

ASSEMBLY BILL

No. 377

Introduced by Assembly Member Eduardo Garcia

February 05, 2019

An act to amend Sections 114367.1, 114367.2, ~~114367.3~~, 114367.5, and 114367.6 of, ~~to add Section 114367.7 to,~~ and to repeal and add ~~Section~~ *Sections* 114367 *and 114367.3* of, the Health and Safety Code, relating to retail food facilities, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

AB 377, as amended, Eduardo Garcia. Microenterprise home kitchen operations.

(1) The California Retail Food Code (code) authorizes the governing body of a city, county, or city and county, by ordinance or resolution, to permit microenterprise home kitchen operations if certain conditions are met. The code requires microenterprise home kitchen operations, as a restricted food service facility, to meet specified food safety standards. A violation of the code is generally a misdemeanor.

This bill would modify the conditions for a city, county, or city and county to permit microenterprise home kitchen operations within its jurisdiction. ~~The bill would require an enforcement agency that is permitting and inspecting microenterprise home kitchen operations to report specified information about the operations within its jurisdiction and post a link to a report on the homepage of its internet website.~~ The bill would modify the inspections and food safety standards applicable to microenterprise home kitchen operations. The bill would prohibit an internet food service intermediary or a microenterprise home kitchen operation from using the word "catering" or any variation of that word in a listing or advertisement of a microenterprise home kitchen operation's offer of food for sale. The bill would require a microenterprise home kitchen operation to include specific information, including its permit number, in its advertising. The bill would prohibit a third-party delivery service from delivering food produced by a microenterprise home kitchen operation. By expanding the scope of a crime for a violation of the code, this bill would impose a state-mandated local program.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason. **Attachment A**

(3) This bill would declare that it is to take effect immediately as an urgency statute.

Vote: 2/3 Appropriation: no Fiscal Committee: yes Local Program: yes

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 114367 of the Health and Safety Code is repealed.

SEC. 2. Section 114367 is added to the Health and Safety Code, to read:

114367. The governing body of a city, county, or city and county that is designated as the enforcement agency, as defined in Section 113773, may authorize, by ordinance or resolution, within its jurisdiction the permitting of microenterprise home kitchen operations in accordance with this chapter. If a governing body of a city, county, or city and county authorizes the permitting of microenterprise home kitchen operations, the authorization shall apply to all areas within its jurisdiction, including being applicable to all cities within a county that authorizes microenterprise home kitchen operations, regardless of whether each city located within the jurisdiction of the county separately authorizes them.

SEC. 3. Section 114367.1 of the Health and Safety Code is amended to read:

114367.1. (a) A microenterprise home kitchen operation, as defined in Section 113825, shall be considered a restricted food service facility for purposes of, and subject to all applicable requirements of, Chapter 1 (commencing with Section 113700) to Chapter 9 (commencing with Section 114265), inclusive, and Chapter 13 (commencing with Section 114380), except as otherwise provided in this chapter.

(b) A microenterprise home kitchen operation shall be exempt from all of the following provisions:

(1) Handwashing facilities requirements, as required in Section 113953, provided that a handwashing sink is supplied with warm water and located in the toilet room and supplied, as specified in Section 113953.2.

(2) Any provision in this part relating to sinks, warewashing machines, and manual or machine sanitation, including, but not limited to, Sections 114099, 114099.2, 114099.4, 114101.1, 114101.2, 114103, 114107, 114123, 114125, 114163, and 114279, provided that all of the following conditions are met:

(A) Utensils and equipment are able to be properly cleaned and sanitized.

(B) The sink in a microenterprise home kitchen operation has hot and cold water and is fully operable.

(C) If a dishwasher is used, it shall be operated in accordance with the manufacturer's specifications.

(3) Prohibition on the presence of persons unnecessary to the food facility operation in the food preparation, food storage, or warewashing areas, as specified in Section 113945.1, provided that the ~~permit holder~~ **permitholder** takes steps to avoid any potential contamination to food, clean equipment, utensils, and unwrapped single-service and single-use articles and prevents a person suffering from symptoms associated with acute gastrointestinal illness or person known to be infected with a communicable disease that is transmissible through food to enter the food preparation area while food is being prepared as part of a microenterprise home kitchen operation.

(4) No smoking sign posting requirements, as specified in Section 113978.

(5) Limitations on employee consumption of food, drink, or tobacco outside of designated areas, as specified in Sections 113977 and 114256, provided that the ~~permit holder~~ **permitholder** takes steps to avoid any potential contamination to food, clean equipment, utensils, and unwrapped single-service and single-use articles and prevents a person suffering from symptoms associated with acute gastrointestinal illness or person known to be infected with a communicable disease that is transmissible through food to enter the food preparation area while food is being prepared as part of a microenterprise home kitchen operation.

(6) Limitations on consumer access to the food facility through food preparation areas, as specified in Section 113984.1, provided that the ~~permit holder~~ **permitholder** takes steps to avoid any potential contamination to food, clean equipment, utensils, and unwrapped single-service and single-use articles and prevents a person suffering from symptoms associated with acute gastrointestinal illness or person known to be infected with a

communicable disease that is transmissible through food to enter the food preparation area prepared as part of a microenterprise home kitchen operation.

(7) Display guard, cover, and container requirements, as specified in Section 114060, provided that any food on display that is not protected from the direct line of a consumer's mouth by an effective means is not served or sold to any subsequent consumer.

~~(8) Limitations on outdoor display and sale of foods, as specified in Section 114069, provided that food is protected to prevent contamination and that any potentially hazardous food that is displayed or sold outdoors is maintained at the required temperatures. Food items from the outdoor display shall be stored inside the kitchen when not operating the microenterprise home kitchen operation.~~

~~(9)~~

(8) Requirements to provide clean drinking cups and tableware for second portions and beverage refills, as specified in Section 114075.

~~(10)~~

(9) Requirements pertaining to the characteristics and certification of utensils and equipment, as specified in Sections 114130 and 114139, provided that utensils and equipment are designed to retain their characteristic qualities under normal use conditions.

~~(11)~~

(10) Requirements pertaining to the characteristics, construction, and multiuse of food-contact and nonfood-contact surfaces, as specified in Sections 114130.3 and 114130.4, provided that food contact surfaces are smooth, easily cleanable, and in good repair.

~~(12)~~

(11) Requirements pertaining to the characteristics, construction, and disassembly of clean in place (CIP) equipment, as specified in Section 114130.5.

~~(13)~~

(12) Limitations on the use of wood as a food contact surface and in connection with other equipment, as specified in Section ~~114132~~ 114132, *provided that hard maple or equivalent wood is approved for use in direct contact with food during preparation.*

~~(14)~~

(13) Any provision in this part relating to ventilation, including, but not limited to, Article 2 (commencing with Section 114149) of Chapter 6, provided that gases, odors, steam, heat, grease, vapors, and smoke are able to escape from the kitchen.

~~(15)~~

(14) Requirements that cold or hot holding equipment used for potentially hazardous food be equipped with integral or permanently affixed temperature measuring device or product mimicking sensors, as specified in subdivision (c) of Section 114157.

~~(16)~~

(15) Requirements pertaining to the installation of fixed, floor-mounted, and table-mounted equipment, as specified in Section 114169.

~~(17)~~

(16) Dedicated laundry facility requirements, as specified in Section 114185.5, provided that linens used in connection with the microenterprise home kitchen operation shall be laundered separately from the household and other laundry.

~~(18)~~

(17) Requirements pertaining to water, plumbing, drainage, and waste, as specified in Sections 114193, 114193.1, and 114245.7.

~~(19)~~

(18) Any requirement that a microenterprise home kitchen operation have more than one toilet facility or that access to the toilet facility not require passage through the food preparation, food storage, or utensil washing areas, including, but not limited to, the requirements specified in Sections 114250 and 114276.

~~(20)~~

(19) Light intensity, light source, and lightbulb requirements, as specified in Sections 114252 and 114252.1, provided that food preparation areas are well lighted by natural or artificial light whenever food is being prepared.

~~(21)~~

(20) Requirements to provide and use lockers, storage facilities, and designated dressing areas, and that food facility premises be free of litter and items that are unnecessary to the operation, as specified in Sections 114256.1 and 114257.1, provided that personal effects and clothing not ordinarily found in a home kitchen are placed or stored away from food preparation areas and dressing takes place outside of the kitchen.

~~(22)~~

(21) Limitations on the presence and handling of animals, such as domestic, service, or patrol animals, as specified in Sections 114259.4 and 114259.5, provided that all animals are kept outside of the kitchen during food service and preparation.

~~(23)~~

(22) Requirements pertaining to floor, wall, and ceiling surfaces, as specified in Sections 114268, 114269, and 114271, provided that the floor, wall, and ceiling surfaces of the kitchen, storage, and toilet areas are smooth, of durable construction, and easily cleanable with no limitations on the use of wood, tile, and other nonfiber floor surfaces ordinarily used in residential settings.

~~(24)~~

(23) Any local evaluation or grading system for food facilities, as authorized by Section 113709.

~~(25)~~

(24) All prohibitions and limitations on the use of a kitchen in a private home as a food facility, including, but not limited to, prohibitions and limitations specified in Section 114285, provided that food is not prepared in designated sleeping quarters. Open kitchens adjacent to living and sleeping areas, kitchens in efficiency, studio, and loft-style residences, and kitchens without doors at all points of ingress and egress may be used in microenterprise home kitchen operations.

~~(26)~~

(25) Planning and permitting provisions of Sections 114380 and 114381.2.

(c) A microenterprise home kitchen operation may operate an open-air barbecue or outdoor wood-burning oven, pursuant to the requirements of Section 114143.

(d) The operator of a microenterprise home kitchen operation shall successfully pass an approved and accredited food safety certification examination, as specified in Section 113947.1.

(e) Any individual, other than the operator, who is involved in the preparation, storage, or service of food in a microenterprise home kitchen operation shall be subject to the food handler card requirements specified in Section 113948.

(f) A microenterprise home kitchen operation shall only offer for sale or sell food that was prepared during a food demonstration or preparation event to a consumer who was present at that food demonstration or preparation event.

SEC. 4. Section 114367.2 of the Health and Safety Code is amended to read:

114367.2. (a) A microenterprise home kitchen operation shall not be open for business unless it has obtained a permit issued from the enforcement agency.

(b) The department shall post on its internet website the requirements for the permitting of microenterprise home kitchen operation, pursuant to this chapter and any ordinance, resolution, or rules adopted by any city, county, or city and county, that has authorized the permitting of microenterprise home kitchen operations, which shall be written at a high school level.

(c) The applicant shall submit to the enforcement agency written standard operating procedures that include all of the following information:

(1) All food types or products that will be handled.

(2) The proposed procedures and methods of food preparation and handling.

(3) Procedures, methods, and schedules for cleaning utensils, equipment, and for the disposal of refuse.

(4) How food will be maintained at the required holding temperatures, as specified in Section 113996, pending pickup by consumer or during delivery.

(5) Days and times that the home kitchen may potentially be utilized as a microenterprise home kitchen operation. The stated days and times are not binding on the permitholder and shall be used for information purposes only.

(d) (1) The enforcement agency shall issue a permit after an initial inspection has determined that the proposed microenterprise home kitchen operation and its method of operation comply with the requirements of this chapter.

(2) An enforcement agency shall not require a microenterprise home kitchen operation to comply with food safety requirements that are different from, or in addition to, the requirements of this chapter.

(e) For purposes of permitting, the permitted area includes the home kitchen, onsite consumer eating area, food storage, utensils and equipment, toilet room, janitorial or cleaning facilities, and refuse storage area. Food operations shall not be conducted outside of the permitted areas.

(f) An enforcement agency may require a microenterprise home kitchen operation to renew its permit annually.

(g) A permit, once issued, is nontransferable. A permit shall be valid only for the person and location specified by that permit, and, unless suspended or revoked for cause, for the time period indicated.

(h) The permit, or an accurate copy thereof, shall be retained by the operator onsite and displayed at all times the microenterprise home kitchen operation is in operation.

(i) An enforcement agency may collect a fee for the issuance of a permit pursuant to this chapter in an amount that does not exceed the reasonable administrative costs by the enforcement agency in issuing the permit.

~~SEC. 5. Section 114367.3 of the Health and Safety Code is amended to read:~~

~~114367.3.(a) Notwithstanding any other law, a microenterprise home kitchen operation shall not be subject to more than one prescheduled, routine inspection each year by the enforcement agency, except in cases in which the enforcement agency has valid reason, such as a consumer complaint, to suspect that adulterated or otherwise unsafe food has been produced or served by the microenterprise home kitchen operation or that the microenterprise home kitchen operation has otherwise been in violation of this part.~~

~~(b)~~

~~Access provided under this section is limited to the permitted area of the microenterprise home kitchen operation during the time when the microenterprise home kitchen operation is operating under the permit and not as a private home, and solely for the purpose of enforcing or administering this part. Access may be allowed outside of the time when the microenterprise home kitchen operation is operating under the permit if the permit holder reaches an agreement with the enforcement agency on a mutually acceptable time for the inspection to occur.~~

~~(c) An enforcement agency may seek recovery from a microenterprise home kitchen operation of an amount that does not exceed the enforcement agency's reasonable costs of inspecting the microenterprise home kitchen operation for compliance with this part if the microenterprise home kitchen operation is found to be in violation of this part.~~

SEC. 5. Section 114367.3 of the Health and Safety Code is repealed.

~~114367.3.(a) Notwithstanding any other law, after the initial inspection for purposes of determining compliance with this chapter, a microenterprise home kitchen operation shall not be subject to routine inspections, except that a representative of a local enforcement agency may access, for inspection purposes, the permitted area of a microenterprise home kitchen operation after the occurrence of either of the following:~~

~~(1) The representative has provided the microenterprise home kitchen operation with reasonable advance notice;~~

~~(2) The representative has a valid reason, such as a consumer complaint, to suspect that adulterated or otherwise unsafe food has been produced or served by the microenterprise home kitchen operation, or that the microenterprise home kitchen operation has otherwise been in violation of this part.~~

~~(b) Notwithstanding any other law, a microenterprise home kitchen operation shall not be subject to more than one inspection each year by the local enforcement agency, except in cases in which the local enforcement agency has valid reason, such as a consumer complaint, to suspect that adulterated or otherwise unsafe food has been produced or served by the microenterprise home kitchen operation, or that the microenterprise home kitchen operation has otherwise been in violation of this part.~~

~~(c) The local enforcement agency shall document the reason for the inspection, keep that documentation on file with the microenterprise home kitchen operation's permit, and provide the reason in writing to the operator of the microenterprise home kitchen operation.~~

~~(d) Access provided under this section is limited to the permitted area of the microenterprise home kitchen operation, during the posted operating hours of the microenterprise home kitchen operation, and solely for the purpose of enforcing or administering this part.~~

~~(e) A local enforcement agency may seek recovery from a microenterprise home kitchen operation of an amount that does not exceed the local enforcement agency's reasonable costs of inspecting the microenterprise home kitchen operation for compliance with this part if the microenterprise home kitchen operation is found to be in violation of this part.~~

SEC. 6. *Section 114367.3 is added to the Health and Safety Code, to read:*

114367.3. *(a) Notwithstanding any other law, a microenterprise home kitchen operation shall only be subject to the three following types of inspections by the enforcement agency:*

(1) A routine inspection for the purpose of allowing the enforcement agency to observe the permitholder engage in the usual activities of a microenterprise home kitchen operation, including, but not limited to, active food preparation. The enforcement agency shall provide notice to a permitholder before a routine inspection and shall conduct the routine inspection at a mutually agreeable date and time. A microenterprise home kitchen operation shall not be subject to more than one routine inspection within 12 months. This paragraph shall not be deemed to require the enforcement agency to conduct a routine inspection.

(2) An investigation inspection for the purpose of allowing the enforcement agency to perform an inspection when the enforcement agency has just cause that adulterated or otherwise unsafe food has been produced or served by the microenterprise home kitchen operation or that the permitholder has otherwise violated this part. One or more consumer complaints may constitute just cause for an investigation inspection. The enforcement agency shall provide notice to a permitholder before an investigation inspection and shall conduct the investigation inspection at a mutually agreeable date and time.

(3) An emergency inspection for the purpose of allowing the enforcement agency to perform a limited inspection when the enforcement agency has just cause that the microenterprise home kitchen operation poses a serious hazard or immediate threat to public health. To the extent that notice of an emergency inspection is reasonable under the circumstances, the enforcement agency shall provide notice to a permitholder before an emergency inspection. The scope of emergency inspection shall be limited in duration and scope to address the facts giving just cause that the microenterprise home kitchen operation poses a serious hazard or immediate threat to public health.

(b) The enforcement agency shall only inspect the permitted area of the microenterprise home kitchen operation for the purpose of enforcing or administering this part.

(c) The enforcement agency may seek recovery from a microenterprise home kitchen operation of an amount that does not exceed the enforcement agency's reasonable costs of inspecting the microenterprise home kitchen

operation for compliance with this part if the microenterprise home kitchen operation is found to be in violation of this part.

SEC. 6. ~~SEC. 7.~~ Section 114367.5 of the Health and Safety Code is amended to read:

114367.5. (a) A person delivering food on behalf of a microenterprise home kitchen operation with a permit issued pursuant to Section 114367.2 shall be an employee of the microenterprise home kitchen operation or a family member or household member of the ~~permit holder~~. *permitholder.*

(b) Food produced in a microenterprise home kitchen operation shall not be delivered by a third-party delivery service.

SEC. 7. ~~SEC. 8.~~ Section 114367.6 of the Health and Safety Code is amended to read:

114367.6. (a) An internet food service intermediary that lists or promotes a microenterprise home kitchen operation on its internet website or mobile application shall meet all of the following requirements:

(1) Be registered with the department. *A registration, once issued, is nontransferable. A registration shall be valid only for the person and type of business specified by that registration, and unless suspended or revoked for cause by the department.*

(2) Prior to the listing or publication of a microenterprise home kitchen operation's offer of food for sale, clearly and conspicuously post on its internet website or mobile application the requirements for the permitting of a microenterprise home kitchen specified in this chapter, which shall be written at the high school level and be provided by the department.

(3) Clearly and conspicuously post on its internet website or mobile application the fees associated with using its platform in a manner that allows both the consumer and the microenterprise home kitchen operation to see and understand the amount being charged for the services provided by the internet food service intermediary. The internet food service intermediary shall notify *the* microenterprise home kitchen ~~operations~~ *operation* of any changes to these fees exceeding a 2-percent increase in writing and no later than one month before the changes take effect.

(4) Clearly and conspicuously post on its internet website or mobile application whether or not it has liability insurance that would cover any incidence arising from the sale or consumption of food listed or promoted on its internet website or mobile application.

(5) Provide a dedicated field on its platform for a microenterprise home kitchen operation to post the permit ~~number, and shall provide notice to the microenterprise home kitchen operation of the requirement that the permit number be updated annually.~~ *number and the name of the county of the enforcement agency that issued the permit.*

(6) Clearly and conspicuously post on its internet website or mobile application how a consumer can contact the internet food service intermediary through its internet website or mobile application if the consumer has a food safety or hygiene complaint and a link to the department's internet website that contains information for how to file a complaint with the enforcement agency.

(7) Submit the name and permit number of a microenterprise home kitchen operation to the enforcement agency ~~if it~~ *that issued the permit to the microenterprise home kitchen operation if the internet food service intermediary* receives, through its internet website or mobile application, three or more unrelated individual food safety or hygiene complaints in a calendar year from consumers that have made a purchase through its internet website or mobile application. The internet food service intermediary shall submit this information to the enforcement agency within two weeks of the third complaint received.

(8) If it is notified by the enforcement agency of significant food safety related complaints from a verified consumer that has made a purchase through its internet website or mobile application, submit to the enforcement agency the name and permit number of microenterprise home kitchen operation where the food was purchased, and a list of consumers who purchased food on the same day from that microenterprise home kitchen operation through its internet website or mobile application.

(9) Prior to the listing or publication of a microenterprise home kitchen operation's offer of food for sale, obtain consent from the microenterprise home kitchen operation to make the disclosures to government entities required pursuant to this section.

(10) Shall not permit the use of the word "catering" or any variation of that word in a listing of a microenterprise home kitchen operation's offer of food for sale.

(11) Shall not use, or knowingly facilitate the use of, a third-party delivery service for food produced by the microenterprise home kitchen operation.

(b) For purposes of this chapter, an "internet food service intermediary" means an entity that provides a platform on its internet website or mobile application through which a microenterprise home kitchen operation may choose to offer food for sale and from which the internet food service intermediary derives revenues, including, but not limited to, revenues from advertising and fees for services offered to a microenterprise home kitchen operation. Services offered by an internet food service intermediary to a microenterprise home kitchen operation may include, but are not limited to, allowing a microenterprise home kitchen operation to advertise its food for sale and providing a means for potential consumers to arrange payment for the food, whether the consumer pays directly to the microenterprise home kitchen operation or to the internet food service intermediary. Merely publishing an advertisement for the microenterprise home kitchen operation or food cooked therein does not make the publisher an internet food service intermediary.

(c) (1) A microenterprise home kitchen operation that advertises to the public, including, but not limited to, advertising by website, internet, social media platform, newspaper, newsletter, or other public announcement, shall include all of the following within the advertisement:

(A) Name of the enforcement ~~agency~~ *agency that issued the permit*.

(B) Permit number.

(C) Statement that the food prepared is "Made in a Home Kitchen" in a clear and conspicuous font and location within a written advertisement and an audible and comprehensible manner in a verbal advertisement.

(2) A microenterprise home kitchen operation shall not use the word "catering" or any variation of that word in an advertisement relating to the microenterprise home kitchen operation's offer of food for sale.

~~SEC. 8. Section 114367.7 is added to the Health and Safety Code, to read:~~

~~114367.7. (a) (1) On or before January 1, 2022, an enforcement agency permitting and inspecting microenterprise home kitchen operations in accordance with this chapter shall report to the Legislature all of the following relating to microenterprise home kitchen operations within its jurisdiction:~~

~~(A) Number of permits issued.~~

~~(B) Foods authorized to be prepared.~~

~~(C) Number and nature of violations of this chapter.~~

~~(2) The report shall be submitted in compliance with Section 9795 of the Government Code.~~

~~(b) Within seven business days of submitting the report pursuant to subdivision (a), an enforcement agency shall post a conspicuous link on the homepage of its internet website to an electronic copy of the report.~~

SEC. 9. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

SEC. 10. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the California Constitution and shall go into immediate effect. The facts constituting the necessity are:

To ensure a uniform implementation of the health and food safety responsibilities of microenterprise home kitchen operations throughout the state, it is necessary that this act take effect immediately.

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Date	Action
04/10/19	From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 1.) (April 9). Re-referred to Com. on APPR.
04/02/19	In committee: Set, first hearing. Hearing canceled at the request of author.
03/26/19	Re-referred to Com. on HEALTH.
03/25/19	From committee chair, with author's amendments: Amend, and re-refer to Com. on HEALTH. Read second time and amended.
03/12/19	Re-referred to Com. on HEALTH.
03/11/19	From committee chair, with author's amendments: Amend, and re-refer to Com. on HEALTH. Read second time and amended.
02/15/19	Referred to Com. on HEALTH.
02/06/19	From printer. May be heard in committee March 8.
02/05/19	Read first time. To print.



Background

AB 626 (Chapter 470, Statutes of 2018) established microenterprise home kitchen operations (MEHKOs) in California when jurisdictions opt-in to the program. These food facilities are run out of an individual's home and regulations were set such that there are specific exemptions to allow for an operation in a typical home setting.

A MEHKO must meet the following requirements:

- Food is prepared, cooked, and served or delivered on the same day.
- Food preparation does not involve processes that require a line 5 HACCP Plan.
- Sale of raw milk products or oysters are prohibited.
- Food preparation is limited to 30 meals per day or 60 meals per week (or equivalent meal components).
- The operation has no more than \$50,000 in gross annual sales (adjusted annually for inflation).
- The operation is not a catering operation or cottage food operation.
- The operation is prohibited from indirect sale of food.

Despite an extensive, three-year stakeholder process, some technical issues in the legislation have come to light as jurisdictions consider implementing this program.

Bill Summary

This bill makes several technical, non-substantive changes to the statute to clarify how a jurisdiction can opt-in to the program and how inspections shall be conducted.

The bill also:

- Eliminates the requirement for one coordinating agency for all MEHKO permitting requirements at the local level;
- Clarifies expectations for advertising MEHKO food;
- Clarifies the standards that still apply to MEHKOs, even though they are technically

exempt from some requirements for other retail food operations;

- Clarifies the inspection process for MEHKOs;
- Clarifies that MEHKO operators are not allowed to use third-party delivery services;
- Clarifies the requirements for the use of internet intermediaries;

These changes will help ensure that the requirements of legislation are clearly understood across all stakeholders, easing the process of implementation so California can take advantage of this exciting new entrepreneurship opportunity.

It is an urgency bill to help ensure that implementation that could technically begin as of January 1, 2019 follows the intent of the law.

Support

- California Association of Environmental Health Administrators
- County Health Executives Association of California

For More Information:

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REPORT

DATE: April 25, 2019

TO: SGVCOG Planning Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **SB 48 (WIENER): INTERIM HOUSING INTERVENTION DEVELOPMENTS**

RECOMMENDED ACTION

Discuss and provide direction to staff.

BACKGROUND

SB 48 (Wiener) was originally introduced into the California State Senate on December 3rd, 2018. At that time, the bill was simply an intent bill which stated the intent of the Legislature to enact legislation at some point which creates a right to shelter for unhoused residents throughout the State of California. Originally, the bill was also meant to ensure that every person that is homeless has the ability and right to quickly and easily secure shelter that is both safe and supportive. The language was edited on March 6th, and then again on March 25th, and was set for a committee hearing on April 2nd. This bill would revise the requirements of the housing element in the identification of zones where emergency shelters are allowed by-right as well as those permitted with a conditional use permit. It will remove certain local government requirements and set certain prescribed standards. The bill would also require that an interim shelter intervention development meet state and local health and safety requirements as well as state and local building codes. The bill would, moreover, disallow a local city from imposing parking requirements on an interim shelter intervention development.

SUPPORT AND OPPOSITION

The following organizations and entities have formally registered their support for this bill with the California State Senate:

- California Alternative Payment Program Association
- California Apartment Association
- California Rural Legal Assistance Foundation
- California YIMBY
- Corporation for Supportive Housing
- Housing California
- Non-Profit Housing Association of Northern California
- San Francisco Housing Action Coalition
- San Joaquin Continuum of Care
- Western Center on Law Poverty

Currently, there is no formal public opposition to this legislation which has been registered with the California State Senate, at least not according to the most recently published bill analysis. The


League of California Cities currently has a position of “Watch” for this bill.

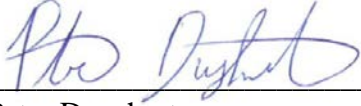
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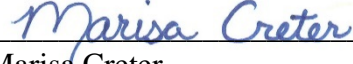
While still in a fairly early stage of the legislative process, the bill is moving forward. The bill was set for a second reading with the author’s amendments on March 25th and was then referred to the Housing Committee. At the Committee on Housing meeting on April 2nd, the Committee voted eight to zero to pass the bill and to re-refer it to the Senate Committee on Governance and Finance. Furthermore, on April 10th, the Governance and Finance Committee then passed this bill by a vote of six to zero, and referred the bill to the Senate Committee on Environmental Quality.

At the request of the SGVCOG Homelessness Committee, staff is tracking SB 48 (Wiener). The SGVCOG Planning TAC was made aware of this bill in January 2019; however, at that time, the bill was only an intent bill. Staff is continuing to review the basic components of the bill and will also continue to highlight the changes of the bill if there are future amendments, as there have already been two amendments to this piece of legislation.

It has also been requested that SB 48 be deliberated by the Planning TAC. SGVCOG staff is seeking the input and direction of the TAC regarding how to move forward on this piece of legislation.

Prepared by: 
Jan Cicco
Regional Homelessness Coordinator

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – SB 48 Legislative Counsel Digest & Bill Text -- Page 21

Attachment B – SB 48 Bill History -- Page 31

Attachment C – Senate Committee on Governance and Finance Bill Analysis -- Page 32


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SB-48 Interim housing intervention developments. (2019-2020)

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Date Published: 03/25/2019 09:00 PM

AMENDED IN SENATE MARCH 25, 2019

AMENDED IN SENATE MARCH 06, 2019

CALIFORNIA LEGISLATURE— 2019–2020 REGULAR SESSION

SENATE BILL

No. 48

Introduced by Senator Wiener

December 03, 2018

An act *to amend Section 65583 of, and* to add Article 12 (commencing with Section 65660) to Chapter 3 of Division 1 of Title 7 ~~of~~ *of*, the Government Code, relating to housing.

LEGISLATIVE COUNSEL'S DIGEST

SB 48, as amended, Wiener. Interim housing intervention developments.

(1) The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes a housing element. Existing law requires that the housing element identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and to make adequate provision for the existing and projected needs of all economic segments of a community. Existing law requires that supportive housing be a use by right, as defined, in zones where multifamily and mixed uses are permitted, including nonresidential zones permitting multifamily uses, if the proposed housing development meets specified requirements.

This bill would revise the requirements of the housing element, as described above, in connection with the identification of zones where emergency shelters are allowed as a permitted use with a conditional use or other discretionary permit. The bill would generally require that emergency shelters be in areas that allow residential use, including mixed-use areas, but would permit designation in industrial zones if a local government can demonstrate that the zone is connected to specified amenities and services. The bill would remove the authorization granted to local government to require off-street parking, as specified, in connection with standards applied to emergency shelters. The bill would require that zones where emergency shelters are allowed include sites that meet at least one of certain prescribed standards.

This bill would require that an interim ~~housing shelter~~ intervention development be a use by right, as defined, if it meets specified requirements. The bill would define "interim ~~housing shelter~~ intervention" as housing or shelter in which a resident may live temporarily while waiting to move into permanent housing. The bill would authorize

these developments to include recuperative or respite care, motel vouchers, navigation centers, ~~housing~~, and emergency shelters. The ~~bill would define term~~ "use by ~~right~~" ~~as prohibiting right~~ in this context would mean that certain requirements, such as a conditional use permit or other discretionary local government review or ~~approval~~. *approval could not be imposed on an interim shelter intervention if it meets specified requirements.* The bill would require that an interim ~~housing shelter~~ intervention development meet state and local health and safety requirements and state and local building codes and, among other things, that it allow for the presence of partners, pets, and the storage of possessions. The bill also would require that an interim ~~housing shelter~~ intervention development provide privacy, accommodations for people with disabilities, and services to connect people to permanent housing. The bill would prohibit a local jurisdiction from imposing parking requirements on an interim ~~housing shelter~~ intervention development.

The bill would prescribe requirements for notifying a developer that its application for an interim housing intervention is complete and for the local jurisdiction to complete its review of the application. The bill would declare that interim housing intervention developments are essential tools for alleviating the homelessness crisis in this state and are a matter of statewide concern and thus applicable to charter cities. The bill would make legislative findings and declarations.

By increasing the duties of local planning officials, this bill would impose a state-mandated local program.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. The Legislature finds and declares all of the following:

(a) Homelessness in California is no longer confined to urban corridors. It pervades both urban and rural communities across the state and puts stress on local resources, from emergency rooms to mental health and social services programs to jails.

~~(b) Recent federal data estimates the state's homeless population at 134,278 in 2017, or 25 percent of the nation's homeless population. While national homelessness has decreased by 13 percent since 2010, homelessness in California has increased by 9 percent in the same period.~~

(b) California has a growing homelessness crisis. Homelessness is a diverse problem, but one glaring aspect of the problem is the number of unsheltered homeless in our state. California accounts for about one-half of all unsheltered homeless in the nation, despite having about 15 percent of our nation's homeless population. Further, of the 130,000 homeless people living in California, 69 percent are unsheltered.

(c) The homelessness crisis is ~~driven, in part,~~ *driven* by the lack of affordable rental housing for people with lower incomes. The state recognizes that while shelter solves sleep, only permanent housing solves homelessness.

(d) ~~California has a particular interest in providing adequate shelter to the homeless while they wait for permanent housing solutions. People experiencing homelessness deserve to be treated with dignity and respect, and to have access to decent, affordable places to live. Interim interventions, like shelters and navigation centers, allow people to access services more easily and connect to permanent housing.~~ Therefore, it is the intention of the Legislature to create permanent solutions for California's homeless population by promoting interim housing intervention developments that provide residents both shelter and access to the services necessary to get permanent housing.

SEC. 2. Section 65583 of the Government Code is amended to read:

65583. The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and shall make adequate provision for the existing and projected needs of all economic segments of the community. The element shall contain all of the following:

(a) An assessment of housing needs and an inventory of resources and constraints relevant to these needs. The assessment and inventory shall include all of the following:

(1) An analysis of population and employment trends and documentation of projections and a quantification of the locality's existing and projected housing needs for all income levels, including extremely low income households, as defined in subdivision (b) of Section 50105 and Section 50106 of the Health and Safety Code. These existing and projected needs shall include the locality's share of the regional housing need in accordance with Section 65584. Local agencies shall calculate the subset of very low income households allotted under Section 65584 that qualify as extremely low income households. The local agency may either use available census data to calculate the percentage of very low income households that qualify as extremely low income households or presume that 50 percent of the very low income households qualify as extremely low income households. The number of extremely low income households and very low income households shall equal the jurisdiction's allocation of very low income households pursuant to Section 65584.

(2) An analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding, and housing stock condition.

(3) An inventory of land suitable and available for residential development, including vacant sites and sites having realistic and demonstrated potential for redevelopment during the planning period to meet the locality's housing need for a designated income level, and an analysis of the relationship of zoning and public facilities and services to these sites.

(4) (A) The identification of a zone or zones *within zones that allow residential use, including mixed-use areas*, where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. *A local government may designate zones for emergency shelters in an industrial zone if the local government demonstrates that the zone is connected to amenities and services that serve people experiencing homelessness. Shelters shall include other interim interventions, including, but not limited to, navigation centers, bridge housing, and respite or recuperative care.* The identified zone or zones shall include sufficient capacity to accommodate the need for emergency shelter identified in paragraph (7), except that each local government shall identify a zone or zones that can accommodate at least one year-round emergency shelter. If the local government cannot identify a zone or zones with sufficient capacity, the local government shall include a program to amend its zoning ordinance to meet the requirements of this paragraph within one year of the adoption of the housing element. The local government may identify additional zones where emergency shelters are permitted with a conditional use permit. The local government shall also demonstrate that existing or proposed permit processing, development, and management standards are objective and encourage and facilitate the development of, or conversion to, emergency shelters. Emergency shelters ~~may~~ *shall* only be subject to those development and management standards that apply to residential or commercial development within the same zone except that ~~a minimum parking requirements shall not be imposed.~~ A local government may apply *the following* written, objective ~~standards that include all of the following:~~ *standards to emergency shelters:*

(i) The maximum number of beds or persons permitted to be served nightly by the facility.

~~(ii) Off-street parking based upon demonstrated need, provided that the standards do not require more parking for emergency shelters than for other residential or commercial uses within the same zone.~~

~~(iii)~~

(ii) The size and location of exterior and interior onsite waiting and client intake areas.

~~(iv)~~

(iii) The provision of onsite management.

~~(v)~~

(iv) The proximity to other emergency shelters, provided that emergency shelters are not required to be more than 300 feet apart.

~~(vi)~~

(v) The length of stay.

~~(vii)~~

(vi) Lighting.

~~(viii)~~

(vii) Security during hours that the emergency shelter is in operation.

(B) The permit processing, development, and management standards applied under this paragraph shall not be deemed to be discretionary acts within the meaning of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(C) A local government that can demonstrate to the satisfaction of the department the existence of one or more emergency shelters either within its jurisdiction or pursuant to a multijurisdictional agreement that can accommodate that jurisdiction's need for emergency shelter identified in paragraph (7) may comply with the zoning requirements of subparagraph (A) by identifying a zone or zones where new emergency shelters are allowed with a conditional use permit.

(D) A local government with an existing ordinance or ordinances that comply with this paragraph shall not be required to take additional action to identify zones for emergency shelters. The housing element must only describe how existing ordinances, policies, and standards are consistent with the requirements of this paragraph.

(E) A zone or zones where emergency shelters are allowed, as described in subparagraph (A), shall include sites that meet at least one of the following standards:

(i) Vacant sites zoned for residential use.

(ii) Vacant sites zoned for nonresidential use that allows residential development. Shelters may be permitted in a vacant industrial zone if the local government can demonstrate how the zone is connected to amenities and services that serve people experiencing homelessness.

(iii) A nonvacant site, provided that a description is provided of the use of each property at the time it is identified with an analysis of how the local jurisdiction will ensure the site is adequate for use as a shelter, while meeting all of the state and local health, safety, habitability, and building requirements necessary for any other residential development.

(5) An analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the types of housing identified in paragraph (1) of subdivision (c), and for persons with disabilities as identified in the analysis pursuant to paragraph (7), including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, local processing and permit procedures, and any locally adopted ordinances that directly impact the cost and supply of residential development. The analysis shall also demonstrate local efforts to remove governmental constraints that hinder the locality from meeting its share of the regional housing need in accordance with Section 65584 and from meeting the need for housing for persons with disabilities, supportive housing, transitional housing, and emergency shelters identified pursuant to paragraph (7).

(6) An analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, the cost of construction, the requests to develop housing at densities below those anticipated in the analysis required by subdivision (c) of Section 65583.2, and the length of time between receiving approval for a housing development and submittal of an application for building permits for that housing development that hinder the construction of a locality's share of the regional housing need in accordance with Section 65584. The analysis shall also demonstrate local efforts to remove nongovernmental constraints that create a gap between the locality's planning for the development of housing for all income levels and the construction of that housing.

(7) An analysis of any special housing needs, such as those of the elderly; persons with disabilities, including a developmental disability, as defined in Section 4512 of the Welfare and Institutions Code; large families; farmworkers; families with female heads of households; and families and persons in need of emergency shelter. The need for emergency shelter shall be assessed based on annual and seasonal need. The need for emergency shelter may be reduced by the number of supportive housing units that are identified in an adopted 10-year plan to end chronic homelessness and that are either vacant or for which funding has been identified to allow construction during the planning period. An analysis of special housing needs by a city or county may include an analysis of the need for frequent user coordinated care housing services.

(8) An analysis of opportunities for energy conservation with respect to residential development. Cities and counties are encouraged to include weatherization and energy efficiency improvements as part of publicly

subsidized housing rehabilitation projects. This may include energy efficiency measures that improve the building envelope, its heating and cooling systems, and its electrical system.

(9) An analysis of existing assisted housing developments that are eligible to change from low-income housing uses during the next 10 years due to termination of subsidy contracts, mortgage prepayment, or expiration of restrictions on use. "Assisted housing developments," for the purpose of this section, shall mean multifamily rental housing that receives governmental assistance under federal programs listed in subdivision (a) of Section 65863.10, state and local multifamily revenue bond programs, local redevelopment programs, the federal Community Development Block Grant Program, or local in-lieu fees. "Assisted housing developments" shall also include multifamily rental units that were developed pursuant to a local inclusionary housing program or used to qualify for a density bonus pursuant to Section 65916.

(A) The analysis shall include a listing of each development by project name and address, the type of governmental assistance received, the earliest possible date of change from low-income use, and the total number of elderly and nonelderly units that could be lost from the locality's low-income housing stock in each year during the 10-year period. For purposes of state and federally funded projects, the analysis required by this subparagraph need only contain information available on a statewide basis.

(B) The analysis shall estimate the total cost of producing new rental housing that is comparable in size and rent levels, to replace the units that could change from low-income use, and an estimated cost of preserving the assisted housing developments. This cost analysis for replacement housing may be done aggregately for each five-year period and does not have to contain a project-by-project cost estimate.

(C) The analysis shall identify public and private nonprofit corporations known to the local government that have legal and managerial capacity to acquire and manage these housing developments.

(D) The analysis shall identify and consider the use of all federal, state, and local financing and subsidy programs that can be used to preserve, for lower income households, the assisted housing developments, identified in this paragraph, including, but not limited to, federal Community Development Block Grant Program funds, tax increment funds received by a redevelopment agency of the community, and administrative fees received by a housing authority operating within the community. In considering the use of these financing and subsidy programs, the analysis shall identify the amounts of funds under each available program that have not been legally obligated for other purposes and that could be available for use in preserving assisted housing developments.

(b) (1) A statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing.

(2) It is recognized that the total housing needs identified pursuant to subdivision (a) may exceed available resources and the community's ability to satisfy this need within the content of the general plan requirements outlined in Article 5 (commencing with Section 65300). Under these circumstances, the quantified objectives need not be identical to the total housing needs. The quantified objectives shall establish the maximum number of housing units by income category, including extremely low income, that can be constructed, rehabilitated, and conserved over a five-year time period.

(c) A program that sets forth a schedule of actions during the planning period, each with a timeline for implementation, that may recognize that certain programs are ongoing, such that there will be beneficial impacts of the programs within the planning period, that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, the provision of regulatory concessions and incentives, the utilization of appropriate federal and state financing and subsidy programs when available, and the utilization of moneys in a low- and moderate-income housing fund of an agency if the locality has established a redevelopment project area pursuant to the Community Redevelopment Law (Division 24 (commencing with Section 33000) of the Health and Safety Code). In order to make adequate provision for the housing needs of all economic segments of the community, the program shall do all of the following:

(1) Identify actions that will be taken to make sites available during the planning period with appropriate zoning and development standards and with services and facilities to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on sites identified in the inventory completed pursuant to paragraph (3) of subdivision (a) without rezoning, and to comply with the requirements of Section 65584.09. Sites shall be identified as needed to facilitate and encourage the development of a variety of types of housing for all income levels, including multifamily rental housing, factory-

built housing, mobilehomes, housing for agricultural employees, supportive housing, single room occupancy units, emergency shelters, and transitional housing.

(A) Where the inventory of sites, pursuant to paragraph (3) of subdivision (a), does not identify adequate sites to accommodate the need for groups of all household income levels pursuant to Section 65584, rezoning of those sites, including adoption of minimum density and development standards, for jurisdictions with an eight-year housing element planning period pursuant to Section 65588, shall be completed no later than three years after either the date the housing element is adopted pursuant to subdivision (f) of Section 65585 or the date that is 90 days after receipt of comments from the department pursuant to subdivision (b) of Section 65585, whichever is earlier, unless the deadline is extended pursuant to subdivision (f). Notwithstanding the foregoing, for a local government that fails to adopt a housing element within 120 days of the statutory deadline in Section 65588 for adoption of the housing element, rezoning of those sites, including adoption of minimum density and development standards, shall be completed no later than three years and 120 days from the statutory deadline in Section 65588 for adoption of the housing element.

(B) Where the inventory of sites, pursuant to paragraph (3) of subdivision (a), does not identify adequate sites to accommodate the need for groups of all household income levels pursuant to Section 65584, the program shall identify sites that can be developed for housing within the planning period pursuant to subdivision (h) of Section 65583.2. The identification of sites shall include all components specified in Section 65583.2.

(C) Where the inventory of sites pursuant to paragraph (3) of subdivision (a) does not identify adequate sites to accommodate the need for farmworker housing, the program shall provide for sufficient sites to meet the need with zoning that permits farmworker housing use by right, including density and development standards that could accommodate and facilitate the feasibility of the development of farmworker housing for low- and very low income households.

(2) Assist in the development of adequate housing to meet the needs of extremely low, very low, low-, and moderate-income households.

(3) Address and, where appropriate and legally possible, remove governmental and nongovernmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities. The program shall remove constraints to, and provide reasonable accommodations for housing designed for, intended for occupancy by, or with supportive services for, persons with disabilities. Transitional housing and supportive housing shall be considered a residential use of property and shall be subject only to those restrictions that apply to other residential dwellings of the same type in the same zone. Supportive housing, as defined in Section 65650, shall be a use by right in all zones where multifamily and mixed uses are permitted, as provided in Article 11 (commencing with Section 65650).

(4) Conserve and improve the condition of the existing affordable housing stock, which may include addressing ways to mitigate the loss of dwelling units demolished by public or private action.

(5) Promote and affirmatively further fair housing opportunities and promote housing throughout the community or communities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability, and other characteristics protected by the California Fair Employment and Housing Act (Part 2.8 (commencing with Section 12900) of Division 3 of Title 2), Section 65008, and any other state and federal fair housing and planning law.

(6) Preserve for lower income households the assisted housing developments identified pursuant to paragraph (9) of subdivision (a). The program for preservation of the assisted housing developments shall utilize, to the extent necessary, all available federal, state, and local financing and subsidy programs identified in paragraph (9) of subdivision (a), except where a community has other urgent needs for which alternative funding sources are not available. The program may include strategies that involve local regulation and technical assistance.

(7) Include an identification of the agencies and officials responsible for the implementation of the various actions and the means by which consistency will be achieved with other general plan elements and community goals.

(8) Include a diligent effort by the local government to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort.

(9) (A) Affirmatively further fair housing in accordance with Chapter 15 (commencing with Section 8899.50) of Division 1 of Title 2. The program shall include an assessment of fair housing in the jurisdiction that shall include all of the following components:

(i) A summary of fair housing issues in the jurisdiction and an assessment of the jurisdiction's enforcement and fair housing outreach capacity.

(ii) An analysis of available federal, state, and local data and knowledge to identify integration and segregation patterns and trends, racially or ethnically concentrated areas of poverty, disparities in access to opportunity, and disproportionate housing needs within the jurisdiction, including displacement risk.

(iii) An assessment of the contributing factors for the fair housing issues identified under clause (ii).

(iv) An identification of the jurisdiction's fair housing priorities and goals, giving highest priority to those factors identified in clause (iii) that limit or deny fair housing choice or access to opportunity, or negatively impact fair housing or civil rights compliance, and identifying the metrics and milestones for determining what fair housing results will be achieved.

(v) Strategies and actions to implement those priorities and goals, which may include, but are not limited to, enhancing mobility strategies and encouraging development of new affordable housing in areas of opportunity, as well as place-based strategies to encourage community revitalization, including preservation of existing affordable housing, and protecting existing residents from displacement.

(B) A jurisdiction that completes or revises an assessment of fair housing pursuant to Subpart A (commencing with Section 5.150) of Part 5 of Subtitle A of Title 24 of the Code of Federal Regulations, as published in Volume 80 of the Federal Register, Number 136, page 42272, dated July 16, 2015, or an analysis of impediments to fair housing choice in accordance with the requirements of Section 91.225 of Title 24 of the Code of Federal Regulations in effect prior to August 17, 2015, may incorporate relevant portions of that assessment or revised assessment of fair housing or analysis or revised analysis of impediments to fair housing into its housing element.

(C) The requirements of this paragraph shall apply to housing elements due to be revised pursuant to Section 65588 on or after January 1, 2021.

(d) (1) A local government may satisfy all or part of its requirement to identify a zone or zones suitable for the development of emergency shelters pursuant to paragraph (4) of subdivision (a) by adopting and implementing a multijurisdictional agreement, with a maximum of two other adjacent communities, that requires the participating jurisdictions to develop at least one year-round emergency shelter within two years of the beginning of the planning period.

(2) The agreement shall allocate a portion of the new shelter capacity to each jurisdiction as credit toward its emergency shelter need, and each jurisdiction shall describe how the capacity was allocated as part of its housing element.

(3) Each member jurisdiction of a multijurisdictional agreement shall describe in its housing element all of the following:

(A) How the joint facility will meet the jurisdiction's emergency shelter need.

(B) The jurisdiction's contribution to the facility for both the development and ongoing operation and management of the facility.

(C) The amount and source of the funding that the jurisdiction contributes to the facility.

(4) The aggregate capacity claimed by the participating jurisdictions in their housing elements shall not exceed the actual capacity of the shelter.

(e) Except as otherwise provided in this article, amendments to this article that alter the required content of a housing element shall apply to both of the following:

(1) A housing element or housing element amendment prepared pursuant to subdivision (e) of Section 65588 or Section 65584.02, when a city, county, or city and county submits a draft to the department for review pursuant to Section 65585 more than 90 days after the effective date of the amendment to this section.

(2) Any housing element or housing element amendment prepared pursuant to subdivision (e) of Section 65588 or Section 65584.02, when the city, county, or city and county fails to submit the first draft to the department before the due date specified in Section 65588 or 65584.02.

(f) The deadline for completing required rezoning pursuant to subparagraph (A) of paragraph (c) shall be extended by one year if the local government has completed the rezoning at densities sufficient to accommodate at least 75 percent of the units for low- and very low income households and if the legislative body at the conclusion of a public hearing determines, based upon substantial evidence, that any of the following circumstances exist:

- (1) The local government has been unable to complete the rezoning because of the action or inaction beyond the control of the local government of any other state, federal, or local agency.
- (2) The local government is unable to complete the rezoning because of infrastructure deficiencies due to fiscal or regulatory constraints.
- (3) The local government must undertake a major revision to its general plan in order to accommodate the housing-related policies of a sustainable communities strategy or an alternative planning strategy adopted pursuant to Section 65080.

The resolution and the findings shall be transmitted to the department together with a detailed budget and schedule for preparation and adoption of the required rezonings, including plans for citizen participation and expected interim action. The schedule shall provide for adoption of the required rezoning within one year of the adoption of the resolution.

(g) (1) If a local government fails to complete the rezoning by the deadline provided in subparagraph (A) of paragraph (1) of subdivision (c), as it may be extended pursuant to subdivision (f), except as provided in paragraph (2), a local government may not disapprove a housing development project, nor require a conditional use permit, planned unit development permit, or other locally imposed discretionary permit, or impose a condition that would render the project infeasible, if the housing development project (A) is proposed to be located on a site required to be rezoned pursuant to the program action required by that subparagraph and (B) complies with applicable, objective general plan and zoning standards and criteria, including design review standards, described in the program action required by that subparagraph. Any subdivision of sites shall be subject to the Subdivision Map Act (Division 2 (commencing with Section 66410)). Design review shall not constitute a "project" for purposes of Division 13 (commencing with Section 21000) of the Public Resources Code.

(2) A local government may disapprove a housing development described in paragraph (1) if it makes written findings supported by substantial evidence on the record that both of the following conditions exist:

(A) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

(B) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density.

(3) The applicant or any interested person may bring an action to enforce this subdivision. If a court finds that the local agency disapproved a project or conditioned its approval in violation of this subdivision, the court shall issue an order or judgment compelling compliance within 60 days. The court shall retain jurisdiction to ensure that its order or judgment is carried out. If the court determines that its order or judgment has not been carried out within 60 days, the court may issue further orders to ensure that the purposes and policies of this subdivision are fulfilled. In any such action, the city, county, or city and county shall bear the burden of proof.

(4) For purposes of this subdivision, "housing development project" means a project to construct residential units for which the project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of at least 49 percent of the housing units for very low, low-, and moderate-income households with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing.

(h) An action to enforce the program actions of the housing element shall be brought pursuant to Section 1085 of the Code of Civil Procedure.

SEC. 2. SEC. 3. Article 12 (commencing with Section 65660) is added to Chapter 3 of Division 13 of the Government Code, to read:

Article 12. Interim ~~Housing Intervention~~ Shelter Interventions

65660. For purposes of this article:

(a) "Interim ~~housing shelter~~ intervention" means housing or shelter in which a resident may live temporarily while waiting to move into permanent housing. "Interim ~~housing shelter~~ intervention" shall be flexible to address the resident's household needs and may ~~include~~ *include, but is not limited to*, recuperative or respite care, motel vouchers, navigation centers, *transitional housing used as an interim intervention*, and emergency shelters. "Interim ~~housing shelter~~ intervention" shall not require a resident to pay more than 30 percent of the resident's *monthly* household income for housing costs, shall be low barrier and culturally competent, and shall be focused on providing support for moving people out of crisis and into permanent housing as quickly as possible.

~~(b) "Use by right" means that the review of the interim intervention housing development use by the local government shall not require a conditional use permit, planned unit development permit, or other discretionary local government review or approval that would constitute a "project" for purposes of Division 13 (commencing with Section 21000) of the Public Resources Code. Any subdivision of the sites shall be subject to all laws, including, but not limited to, the local government ordinance implementing the Subdivision Map Act.~~

(b) "Use by right" has the meaning defined in subdivision (i) of Section 65583.2.

65662. (a) An interim ~~housing shelter~~ intervention development is a use by right *in zones where residential use is a permitted use, including areas zoned for mixed use*, if it meets the requirements of this article. A local jurisdiction shall permit an interim ~~housing shelter~~ intervention development provided that the development meets the following requirements:

(1) It meets all applicable state and local health and safety requirements and state and local building codes.

(2) It allows for the presence of partners, pets, and the storage of possessions.

(3) It provides privacy.

(4) It has accommodations for people with disabilities.

(5) It ~~has~~ *offers* services to connect people to permanent housing through a services plan that identifies services staffing.

(6) It is linked to a ~~connected~~ coordinated entry ~~system~~. *system, so that staff in the interim facility or staff who colocate in the facility, may conduct assessments and provide services to connect people to permanent housing. "Coordinated entry system" means a centralized or coordinated assessment system developed pursuant to Section 576.400(d) or Section 578.7(a)(8), as applicable, of Title 24 of the Code of Federal Regulations, as those sections read on January 1, 2020, and any related requirements, designed to coordinate program participant intake, assessment, and referrals.*

(7) It is low-barrier and does not deny entry based on use of drugs or alcohol, a history of justice involvement or poor credit, or refusal to participate in services or a program.

(8) It complies otherwise with the core components of Housing First identified in Section 8255 of the Welfare & Institutions Code.

(b) A local jurisdiction shall not impose parking requirements on an interim housing intervention development.

65664. Within 30 days of receipt of an application for an interim housing intervention development, the local jurisdiction shall notify a developer whether the developer's application is complete. Within 60 days of receipt of a completed application for an interim housing intervention development, the local jurisdiction shall complete its review of the application.

65666. The Legislature finds and declares that interim housing intervention developments are essential tools for alleviating the homelessness crisis in this state and are a matter of statewide concern and not a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, this article shall apply to all cities, including charter cities.

~~SEC. 3.~~ **SEC. 4.** No reimbursement is required by this act pursuant to Section 6 of Article XIII of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.


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SB-48 Interim housing intervention developments. (2019-2020)

Date	Action
04/11/19	From committee: Do pass and re-refer to Com. on EQ. (Ayes 6. Noes 0.) (April 10). Re-referred to Com. on EQ.
04/04/19	Set for hearing April 10.
04/03/19	From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 8. Noes 0.) (April 2). Re-referred to Com. on GOV. & F.
03/25/19	From committee with author's amendments. Read second time and amended. Re-referred to Com. on HOUSING.
03/15/19	Set for hearing April 2.
03/13/19	Re-referred to Coms. on HOUSING, GOV. & F., and EQ.
03/06/19	From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.
01/16/19	Referred to Com. on RLS.
12/04/18	From printer. May be acted upon on or after January 3.
12/03/18	Introduced. Read first time. To Com. on RLS. for assignment. To print.

SENATE COMMITTEE ON GOVERNANCE AND FINANCE
Senator Mike McGuire, Chair
2019 - 2020 Regular

Bill No: SB 48
Author: Wiener
Version: 3/25/19
Consultant: Favorini-Csorba

Hearing Date: 4/10/19
Tax Levy: No
Fiscal: Yes

INTERIM HOUSING INTERVENTION DEVELOPMENTS

Establishes interim housing intervention developments as a use by right in all zones where multi-family and mixed uses are permitted.

Background

Land use planning and permitting. The California Constitution allows a city to "make and enforce within its limits, all local, police, sanitary and other ordinances and regulations not in conflict with general laws." It is from this fundamental power (commonly called the police power) that local governments derive their authority to regulate behavior to preserve the health, safety, and welfare of the public—including land use authority.

The Planning and Zoning Law requires every county and city to adopt a general plan that sets out planned uses for all of the area covered by the plan. A general plan must include seven mandatory elements, including a housing element that establishes the locations and densities of housing, among other requirements, and must incorporate environmental justice concerns, either as an eighth element or throughout the other elements. Cities' and counties' major land use decisions—including most zoning ordinances and other aspects of development permitting—must be consistent with their general plans. In this way, the general plan is a blueprint for future development.

The Planning and Zoning Law also establishes a planning agency in each city and county, which may be a separate planning commission, administrative body, or the legislative body of the city or county itself. Public notice must be given at least 10 days in advance of hearings where most permitting decisions will be made. The law also allows residents to appeal permitting decisions and other actions to either a board of appeals or the legislative body of the city or county. Cities and counties may adopt ordinances governing the appeals process, which can entail appeals of decisions by planning officials to the planning commission and the city council or county board of supervisors.

By-right permitting. Some local ordinances provide "ministerial" processes for approving projects that are permitted "by right"—the zoning ordinance clearly states that a particular use is allowable, and local government does not have any discretion regarding approval of the permit if the application is complete. Projects reviewed ministerially require only an administrative review designed to ensure they are consistent with existing general plan and zoning rules, as well as meet standards for building quality, health, and safety. Most large housing projects are not

allowed ministerial review. Instead, these projects are vetted through both public hearings and administrative review, including design review and appeals processes. Most housing projects that require discretionary review and approval are subject to California Environmental Quality Act (CEQA) review, while projects permitted ministerially are not.

Housing law. State housing law requires a local government's housing element to identify zones where emergency shelters are permitted by-right (SB 2, Cedillo, 2007). Local governments can only impose the same standards on emergency shelters that apply to other residential and commercial development within the same zone, plus the following written, objective standards:

- The maximum number of beds or persons permitted to be served nightly by the facility.
- Off-street parking based upon demonstrated need, provided that the standards do not require more parking for emergency shelters than for other residential or commercial uses within the same zone.
- The size and location of exterior and interior onsite waiting and client intake areas.
- The provision of onsite management.
- The proximity to other emergency shelters, provided that emergency shelters are not required to be more than 300 feet apart.
- The length of stay.
- Lighting.
- Security during hours that the emergency shelter is in operation.

State law applies similar treatment to supportive housing—longer-term housing assistance that focus on providing stable housing to homeless persons or families. Supportive housing also can qualify for an existing CEQA exemption that applies to affordable housing developments of 100 units or fewer, as long as they are consistent with local planning standards and if community-level environmental review has already been conducted. Finally, last year, the Legislature established supportive housing as a use by right in all zones that allow residential uses, including mixed use zones, if they meet certain requirements (AB 2162, Chiu). AB 2162 limited the by-right approval to projects of 50 units or fewer in jurisdictions with both a population of fewer than 200,000 and homeless counts below 1,500.

Homelessness issues. A 2018 report by the State Auditor recently highlighted the homelessness challenge that California faces. According to the report, “based on 2017 information from the U.S. Department of Housing and Urban Development, California leads the nation with both the highest number of people experiencing homelessness—about 134,000, or 24 percent of the nation's total—and the highest proportion of unsheltered homeless persons (68 percent) of any state. In contrast, New York City and Boston shelter all but 5 percent and 3 percent, respectively, of their homeless populations.”

The Legislature recently adopted as the state's official policy a “Housing First” approach to address homelessness (SB 1380, Mitchell, 2016). Housing First is an evidence-based model that uses housing as a tool, rather than a reward, for recovery and that centers on providing or connecting homeless people to permanent housing as quickly as possible. Housing First providers offer services as needed and requested on a voluntary basis and that do not make housing contingent on participation in services.

However, some individuals struggle with conventional forms of emergency shelter because of medical issues, disabilities, family situations, pets, or other conditions. These individuals have greater needs for services and require housing interventions that remove some of the barriers to becoming sheltered. But despite the need for these shelters and the state laws aimed at removing barriers to building them, delays and costly conditions persist. Responding to these concerns, the author wants to streamline the approval process for interim housing interventions that meet the needs of difficult-to-house individuals.

Proposed Law

Senate Bill 48 establishes an interim shelter intervention (IHI) development as a use by right in zones where residential use is a permitted use, including areas zoned for mixed use, if it meets the following requirements:

- It meets all applicable state and local health and safety requirements and state and local building codes.
- It allows for the presence of partners, pets, and the storage of possessions.
- It provides privacy.
- It has accommodations for people with disabilities.
- It offers services to connect people to permanent housing through a services plan that identifies services staffing levels.
- It is linked to a coordinated entry system, as defined, so that staff in the interim facility or staff who collocate in the facility, may conduct assessments and provide services to connect people to permanent housing.
- It is low-barrier and does not deny entry based on use of drugs or alcohol, a history of criminal justice involvement or poor credit, or refusal to participate in services or a program.
- It complies otherwise with the core components of Housing First identified in existing law.

SB 48 defines IHI to mean housing or shelter in which a resident may live temporarily while waiting to move into permanent housing, and requires it to be flexible to address the resident's household needs. IHI can include, but is not limited to, recuperative or respite care, motel vouchers, navigation centers, transitional housing used as an interim intervention, and emergency shelters.

SB 48 prohibits an IHI from requiring a resident to pay more than 30 percent of the resident's monthly household income for housing costs, and requires an IHI to be low barrier, culturally competent, and focused on providing support for moving people out of crisis and into permanent housing as quickly as possible.

A local government that receives an application for an IHI development must notify the developer whether the application is complete within 30 days, and within 60 days of receiving a completed application, the local jurisdiction must complete its review.

SB 48 also mandates that, when designating zones where emergency shelters are allowed as a permitted use without a discretionary permit under existing law, those zones must be in zones that allow residential use, including mixed use. SB 48 also allows a local government to

establish these zones in industrial zones if the local government demonstrates that the zone is connected to amenities and services that serve people experiencing homelessness. SB 48 requires the zone for emergency shelters to include at least one of the following:

- Vacant sites zoned for residential use.
- Vacant sites zoned for nonresidential use, but that allows residential development.
- A nonvacant site, if the local government explains how it will ensure that the site is adequate for use as a shelter.

SB 48 prohibits a local jurisdiction from imposing parking requirements on an IHI development or on an emergency shelter and defines shelters to include other interim interventions.

SB 48 makes findings and declarations to support its purposes.

State Revenue Impact

No estimate.

Comments

1. Purpose of the bill. According to the author, “California has a growing homelessness crisis. Homelessness is a diverse problem, but one glaring aspect is the number of unsheltered homeless in our state. California accounts for about half of all unsheltered homeless in the nation, despite having about 15% of our nation’s population. Further, of the 130,000 homeless people living in California, 69% are unsheltered. While some California localities do provide a sufficient number of shelter beds, in others, there are either no shelter beds at all, only a small number, only seasonally available shelter, or no shelters specific to youth. SB 48 seeks to expand shelter access in California and to do so in a geographically equitable way by creating a streamlined approval process and requiring that shelters and other interim housing intervention developments be approved without a conditional use permit. To receive this streamlined approval process, a project must meet all applicable health and safety codes; provide privacy; allow for pets, possessions, and partners; and be low-barrier. Furthermore, the project must provide services to connect people to permanent housing. The goal of this bill is to expand shelter access and to ensure it dovetails with and complements California’s ultimate priority: to transition people experiencing homelessness into permanent housing.”

2. Home rule. Local governments must balance competing priorities when determining the conditions attached to emergency shelters. Cities must look at the potential impacts on the community that result from these units: impaired neighborhood character, effects on nearby homes and businesses, and environmental impacts. Some local governments have adopted more involved processes for permitting emergency shelters to allow for consideration of these important factors. SB 48 prevents local governments from placing conditions on potentially disruptive emergency shelters by precluding the same discretionary processes that apply to other types of residential development. Without some discretion, elected local leaders will be unable to weigh the tradeoffs between the need for homeless services and any community impacts they create.

3. Yes minister. Ministerial review processes are typically reserved for simple, small scale development projects such as installing a fence or an appurtenant structure to an existing building that does not have widespread public impacts or high levels of community engagement. Ministerial review for large projects usually results in cost savings, but cuts out many key public review aspects of planning for development projects. A ministerially-approved project avoids environmental review under CEQA because the local agency has no discretion to disapprove the project. It also circumvents the notice of affected property owners and public hearings that is typically triggered by an application for conditional permits. Ministerial projects are not subject to appeal to the planning commission or city council; the only pathway for appeal is litigation. And ministerial actions are not subject to initiative or referendum. SB 48 removes these controls on emergency shelter projects in all residential or mixed-use zones. Given the nature of the homelessness emergency, this limitation on the ability to review these projects may be warranted. However, as shelters are built and the immediacy of the homelessness crisis wanes, the need for new shelters may decline. Furthermore, some cities may not have significant homeless problems and may not warrant such strong measures. The Committee may wish to consider amending SB 48 to:

- Provide a sunset for the by-right approval process established under the bill; and
- Provide that the bill only applies in areas that meet criteria based on the number or increase of homeless individuals in a community.

4. Let's be clear. SB 48 aims to ease permitting of shelters that represent the “gold standard” of shelters: those that address the common barriers to homeless individuals and families being sheltered. To further this intent, the Committee may wish to consider amending SB 48 to clarify:

- That staff must be present on-site 24 hours a day, 7 days a week; and
- The definition of providing “privacy” to more completely characterize the spaces that homeless individuals and families will occupy. For example, the bill could provide that separate space must be available for families to reside that are separated from other individuals.

5. Charter city. The California Constitution allows cities that adopt charters to control their own “municipal affairs.” In all other matters, charter cities must follow the general, statewide laws. Because the Constitution doesn't define “municipal affairs,” the courts determine whether a topic is a municipal affair or whether it's an issue of statewide concern. SB 48 says that its statutory provisions apply to charter cities. To support this assertion, the bill includes a legislative finding that interim housing intervention developments are essential tools for alleviating the homelessness crisis in this state and are a matter of statewide concern.

5. Mandate. The California Constitution requires the state to reimburse local governments for the costs of new or expanded state mandated local programs. Because SB 48 adds to the duties of local planning officials, Legislative Counsel says that the bill imposes a new state mandate. SB 48 disclaims the state's responsibility for providing reimbursement by citing local governments' authority to charge for the costs of implementing the bill's provisions.

6. Triple referral. The Senate Rules Committee has ordered a triple referral of SB 48: first to the Senate Housing Committee, which approved SB 48 at its April 2nd hearing on a vote of 8-0; then to the Senate Governance and Finance Committee to address matters of local authority and land use; and finally to the Senate Environmental Quality Committee.

7. Related legislation. SB 744 (Caballero), which the Committee will also consider at its April 10th hearing, revises the by-right approval process for supportive housing developments to require supportive housing developments to only comply with objective design review standards and to establish a streamlined CEQA review process for those developments.

Support and Opposition (4/5/19)

Support: California Alternative Payment Program Association; California Apartment Association; California Rural Legal Assistance Foundation; California Yimby; Corporation For Supportive Housing; Housing California; Non-Profit Housing Association Of Northern California; San Francisco Housing Action Coalition; San Joaquin Continuum of Care; Western Center on Law and Poverty.

Opposition: Unknown.

-- END --

REPORT

DATE: April 25, 2019

TO: SGVCOG Planning Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **SB 50 (WIENER): PLANNING AND ZONING: HOUSING DEVELOPMENT: INCENTIVES**

RECOMMENDED ACTION

Discuss and provide direction to staff.

BACKGROUND

During last year's legislative cycle, California State Senator Scott Wiener introduced SB 827, which was a planning and zoning bill which would have significantly altered local zoning laws through the use of a "transit-rich housing bonus." This bill would have exempted certain transit-oriented housing projects from locally developed and adopted City General Plans, including local adopted height limitations, floor area ratios, densities, parking requirements, and design review standards, among other building requirements. These transit-oriented housing projects would have been exempt by means of the "transit-rich housing bonus." Projects which would have been eligible for this transit-rich exemption would have included development projects which were located on a parcel which is within a ½ mile radius of a major transit stop or within a ¼ mile radius of a stop on a high-quality transit corridor. The SGVCOG Governing Board formally opposed SB 827, and the bill ultimately failed in the Senate Committee on Transportation and Housing by a four to six vote.

However, since there is currently a large housing shortage problem within the State of California, on December 3, 2018, as part of the 2019-2020 legislative cycle, Senator Wiener introduced the sequel bill to SB 827: SB 50. SB 50, which has unofficially been called the "More Housing, Opportunity, Mobility, Equity, and Stability Act," or the "More HOMES Act," currently has five co-authors from the Senate, and nine co-authors from the Assembly. This bill, while less stringent and firm than SB 827 was, would reform zoning law in the State of California through the creation of an "equitable communities incentive," which can supersede local zoning restrictions on a case-by-case basis. Qualifying projects that are proposed for either "job-rich or "transit rich" development zones would be exempt from local limits on housing density and requirements to build a certain number of parking spots per new unit. Similar to SB 827, SB 50's definition of a "transit-rich housing project" is a residential development which is on a parcel that is within a ½ mile radius of a major transit stop or a ¼ mile radius of a stop on a high-quality bus corridor. At the time of introduction, the legislation also included provisions to protect tenants from displacement and communities from gentrification.

Additionally, on March 11, Senator Wiener offered a few significant amendments to SB 50, and they are as follows:

- Any parcel which is within a ½ mile radius of a ferry terminal or a port is now also rezoned to the new density exemptions as stipulated in SB 50.
- There are now minimum requirements for low-income housing at any residential development which has been granted an “equitable communities incentive.” There will be inclusionary zoning requirements of 15 to 25 percent, depending on the size and scope of the project.
- There is now a bit more clarity on what the definition of a “jobs-rich area” would be. The Department of Housing and Community Development and the Office of Planning and Research are supposed to release maps of “jobs-rich areas” before further committee debate and deliberation.
- Displacement protections are now afforded to mobile home residents, too.

SUPPORT AND OPPOSITION

As of early-April 2019, 67 organizations and entities have formally registered their support for this bill with the California State Senate. These groups include business councils, chambers of commerce, housing advocacy groups, labor unions, and undergraduate student government associations. The following three organizations are official co-sponsors of the bill:

- California Association of Realtors
- California YIMBY
- Non-Profit Housing Association of Northern California

Additionally, as of early-April 2019, 28 organizations and entities have formally registered their opposition to this bill with the California State Senate. These organizations include:

- American Planning Association, California Chapter
- 10 cities, including the Cities of: Los Angeles, Glendora, Chino Hills, and Pasadena
- South Bay Cities Council of Governments
- League of California Cities

The League of California Cities has taken a position of “Oppose Unless Amended.” The League has cited key concerns with the following matters related to this bill:

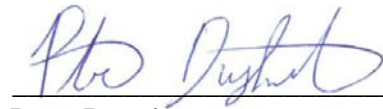
- SB 50 would greatly undermine local adopted General Plans and Housing Elements
- Housing developers and transit agencies would have greater power to determine housing densities, parking requirements, and design review standards
- The ambiguity and nebulosity related to the definition of a “jobs-rich area.”
- What the premise is for the inclusion of “jobs-rich area” as a type of community in which parcels can receive an “equitable communities incentive.”

The League of California Cities stated in its April 17, 2019 letter to Chair Mike McGuire of the Senate Committee on Governance and Finance that it will oppose SB 50 unless its above concerns are addressed via new amendments.

NEXT STEPS

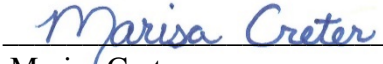
SB 50 (Wiener) is set to be heard in the Senate Committee on Governance and Finance on April 24th, 2019. As SB 50 continues to move forward, SGVCOG staff is seeking the input and direction of the TAC regarding how to move forward on this piece of legislation.

Prepared by:



Peter Duyshart
Project Assistant

Approved by:



Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – SB 50 Legislative Counsel Digest & Bill Text -- Page 42

Attachment B – SB 50 Bill History -- Page 55

Attachment C – Senate Committee on Housing Bill Analysis -- Page 57

Attachment D – League of California Cities Oppose Unless Amended Letter -- Page 75


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SB-50 Planning and zoning: housing development: incentives. (2019-2020)

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Date Published: 03/11/2019 09:00 PM

AMENDED IN SENATE MARCH 11, 2019

CALIFORNIA LEGISLATURE— 2019–2020 REGULAR SESSION

SENATE BILL

No. 50

Introduced by Senator Wiener

(Coauthors: Senators Caballero, Hueso, Moorlach, ~~and Skinner~~ *Skinner, and Stone*)(Coauthors: Assembly Members Burke, *Diep, Fong*, Kalra, Kiley, Low, Robert Rivas, Ting, and Wicks)

December 03, 2018

An act to *amend Section 65589.5 of, and to* add Chapter 4.35 (commencing with Section 65918.50) to Division 1 of Title 7 of the Government Code, relating to housing.

LEGISLATIVE COUNSEL'S DIGEST

SB 50, as amended, Wiener. Planning and zoning: housing development: ~~equitable communities incentive.~~ *incentives.*

Existing law, known as the Density Bonus Law, requires, when an applicant proposes a housing development within the jurisdiction of a local government, that the city, county, or city and county provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or for the donation of land within the development if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents.

This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development, as defined, that satisfies specified criteria, including, among other things, that the residential development is either a job-rich housing project or a transit-rich housing project, as those terms are defined; the site does not contain, or has not contained, housing occupied by tenants or accommodations withdrawn from rent or lease in accordance with specified law within specified time periods; and the residential development complies with specified additional requirements under existing law. The bill would require that a residential development eligible for an equitable communities incentive receive waivers from maximum controls on density and *minimum controls on* automobile parking requirements greater than 0.5 parking spots per unit, up to 3 additional incentives or concessions under the Density Bonus Law, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop, as defined. The bill would authorize a local

government to modify or expand the terms of an equitable communities incentive, provided that the equitable communities incentive is consistent with these provisions.

The bill would include findings that the changes proposed by ~~this bill~~ *these provisions* address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities. The bill would also ~~declare the intent of the Legislature to~~ delay implementation of ~~this bill~~ *these provisions* in sensitive communities, as defined, until July 1, 2020, as provided.

By adding to the duties of local planning officials, this bill would impose a state-mandated local program.

The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based on a preponderance of the evidence in the record. That law provides that the receipt of a density bonus is not a valid basis on which to find a proposed housing development is inconsistent, not in compliance, or not in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision of that act.

This bill would additionally provide that the receipt of an equitable communities incentive is not a valid basis on which to find a proposed housing development is inconsistent, not in compliance, or not in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision of that act.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. *Section 65589.5 of the Government Code is amended to read:*

65589.5. (a) (1) The Legislature finds and declares all of the following:

(A) The lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California.

(B) California housing has become the most expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing.

(C) Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration.

(D) Many local governments do not give adequate attention to the economic, environmental, and social costs of decisions that result in disapproval of housing development projects, reduction in density of housing projects, and excessive standards for housing development projects.

(2) In enacting the amendments made to this section by the act adding this paragraph, the Legislature further finds and declares the following:

(A) California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state's environmental and climate objectives.

(B) While the causes of this crisis are multiple and complex, the absence of meaningful and effective policy reforms to significantly enhance the approval and supply of housing affordable to Californians of all income levels is a key factor.

(C) The crisis has grown so acute in California that supply, demand, and affordability fundamentals are characterized in the negative: underserved demands, constrained supply, and protracted unaffordability.

(D) According to reports and data, California has accumulated an unmet housing backlog of 1.8 million units and must provide for at least 180,000 new units annually to keep pace with growth through 2025.

(E) California's overall homeownership rate is at its lowest level since the 1940s. The state ranks 49th out of the 50 states in homeownership rates as well as in the supply of housing per capita. Only one-half of California's households are able to afford the cost of housing in their local regions.

(F) Lack of supply and rising costs are compounding inequality and limiting advancement opportunities for many Californians.

(G) The majority of California renters, more than 3,000,000 households, pay more than 30 percent of their income toward rent and nearly one-third, more than 1,500,000 households, pay more than 50 percent of their income toward rent.

(H) When Californians have access to safe and affordable housing, they have more money for food and health care; they are less likely to become homeless and in need of government-subsidized services; their children do better in school; and businesses have an easier time recruiting and retaining employees.

(I) An additional consequence of the state's cumulative housing shortage is a significant increase in greenhouse gas emissions caused by the displacement and redirection of populations to states with greater housing opportunities, particularly working- and middle-class households. California's cumulative housing shortfall therefore has not only national but international environmental consequences.

(J) California's housing picture has reached a crisis of historic proportions despite the fact that, for decades, the Legislature has enacted numerous statutes intended to significantly increase the approval, development, and affordability of housing for all income levels, including this section.

(K) The Legislature's intent in enacting this section in 1982 and in expanding its provisions since then was to significantly increase the approval and construction of new housing for all economic segments of California's communities by meaningfully and effectively curbing the capability of local governments to deny, reduce the density for, or render infeasible housing development projects and emergency shelters. That intent has not been fulfilled.

(L) It is the policy of the state that this section should be interpreted and implemented in a manner to afford the fullest possible weight to the interest of, and the approval and provision of, housing.

(3) It is the intent of the Legislature that the conditions that would have a specific, adverse impact upon the public health and safety, as described in paragraph (2) of subdivision (d) and paragraph (1) of subdivision (j), arise infrequently.

(b) It is the policy of the state that a local government not reject or make infeasible housing development projects, including emergency shelters, that contribute to meeting the need determined pursuant to this article without a thorough analysis of the economic, social, and environmental effects of the action and without complying with subdivision (d).

(c) The Legislature also recognizes that premature and unnecessary development of agricultural lands for urban uses continues to have adverse effects on the availability of those lands for food and fiber production and on the economy of the state. Furthermore, it is the policy of the state that development should be guided away from prime agricultural lands; therefore, in implementing this section, local jurisdictions should encourage, to the maximum extent practicable, in filling existing urban areas.

(d) A local agency shall not disapprove a housing development project, including farmworker housing as defined in subdivision (h) of Section 50199.7 of the Health and Safety Code, for very low, low-, or moderate-income households, or an emergency shelter, or condition approval in a manner that renders the housing development project infeasible for development for the use of very low, low-, or moderate-income households, or an emergency shelter, including through the use of design review standards, unless it makes written findings, based upon a preponderance of the evidence in the record, as to one of the following:

(1) The jurisdiction has adopted a housing element pursuant to this article that has been revised in accordance with Section 65588, is in substantial compliance with this article, and the jurisdiction has met or exceeded its share of the regional housing need allocation pursuant to Section 65584 for the planning period for the income category proposed for the housing development project, provided that any disapproval or conditional approval shall not be based on any of the reasons prohibited by Section 65008. If the housing development project includes a mix of income categories, and the jurisdiction has not met or exceeded its share of the regional

housing need for one or more of those categories, then this paragraph shall not be used to conditionally approve the housing development project. The share of the regional housing need met by the jurisdiction shall be calculated consistently with the forms and definitions that may be adopted by the Department of Housing and Community Development pursuant to Section 65400. In the case of an emergency shelter, the jurisdiction shall have met or exceeded the need for emergency shelter, as identified pursuant to paragraph (7) of subdivision (a) of Section 65583. Any disapproval or conditional approval pursuant to this paragraph shall be in accordance with applicable law, rule, or standards.

(2) The housing development project or emergency shelter as proposed would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households or rendering the development of the emergency shelter financially infeasible. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

(3) The denial of the housing development project or imposition of conditions is required in order to comply with specific state or federal law, and there is no feasible method to comply without rendering the development unaffordable to low- and moderate-income households or rendering the development of the emergency shelter financially infeasible.

(4) The housing development project or emergency shelter is proposed on land zoned for agriculture or resource preservation that is surrounded on at least two sides by land being used for agricultural or resource preservation purposes, or which does not have adequate water or wastewater facilities to serve the project.

(5) The housing development project or emergency shelter is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation as specified in any element of the general plan as it existed on the date the application was deemed complete, and the jurisdiction has adopted a revised housing element in accordance with Section 65588 that is in substantial compliance with this article. For purposes of this section, a change to the zoning ordinance or general plan land use designation subsequent to the date the application was deemed complete shall not constitute a valid basis to disapprove or condition approval of the housing development project or emergency shelter.

(A) This paragraph cannot be utilized to disapprove or conditionally approve a housing development project if the housing development project is proposed on a site that is identified as suitable or available for very low, low-, or moderate-income households in the jurisdiction's housing element, and consistent with the density specified in the housing element, even though it is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation.

(B) If the local agency has failed to identify in the inventory of land in its housing element sites that can be developed for housing within the planning period and are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels pursuant to Section 65584, then this paragraph shall not be utilized to disapprove or conditionally approve a housing development project proposed for a site designated in any element of the general plan for residential uses or designated in any element of the general plan for commercial uses if residential uses are permitted or conditionally permitted within commercial designations. In any action in court, the burden of proof shall be on the local agency to show that its housing element does identify adequate sites with appropriate zoning and development standards and with services and facilities to accommodate the local agency's share of the regional housing need for the very low, low-, and moderate-income categories.

(C) If the local agency has failed to identify a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit, has failed to demonstrate that the identified zone or zones include sufficient capacity to accommodate the need for emergency shelter identified in paragraph (7) of subdivision (a) of Section 65583, or has failed to demonstrate that the identified zone or zones can accommodate at least one emergency shelter, as required by paragraph (4) of subdivision (a) of Section 65583, then this paragraph shall not be utilized to disapprove or conditionally approve an emergency shelter proposed for a site designated in any element of the general plan for industrial, commercial, or multifamily residential uses. In any action in court, the burden of proof shall be on the local agency to show that its housing element does satisfy the requirements of paragraph (4) of subdivision (a) of Section 65583.

(e) Nothing in this section shall be construed to relieve the local agency from complying with the congestion management program required by Chapter 2.6 (commencing with Section 65088) of Division 1 of Title 7 or the

California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code). Neither shall anything in this section be construed to relieve the local agency from making one or more of the findings required pursuant to Section 21081 of the Public Resources Code or otherwise complying with the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(f) (1) Nothing in this section shall be construed to prohibit a local agency from requiring the housing development project to comply with objective, quantifiable, written development standards, conditions, and policies appropriate to, and consistent with, meeting the jurisdiction's share of the regional housing need pursuant to Section 65584. However, the development standards, conditions, and policies shall be applied to facilitate and accommodate development at the density permitted on the site and proposed by the development.

(2) Nothing in this section shall be construed to prohibit a local agency from requiring an emergency shelter project to comply with objective, quantifiable, written development standards, conditions, and policies that are consistent with paragraph (4) of subdivision (a) of Section 65583 and appropriate to, and consistent with, meeting the jurisdiction's need for emergency shelter, as identified pursuant to paragraph (7) of subdivision (a) of Section 65583. However, the development standards, conditions, and policies shall be applied by the local agency to facilitate and accommodate the development of the emergency shelter project.

(3) This section does not prohibit a local agency from imposing fees and other exactions otherwise authorized by law that are essential to provide necessary public services and facilities to the housing development project or emergency shelter.

(4) For purposes of this section, a housing development project or emergency shelter shall be deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity.

(g) This section shall be applicable to charter cities because the Legislature finds that the lack of housing, including emergency shelter, is a critical statewide problem.

(h) The following definitions apply for the purposes of this section:

(1) "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

(2) "Housing development project" means a use consisting of any of the following:

(A) Residential units only.

(B) Mixed-use developments consisting of residential and nonresidential uses with at least two-thirds of the square footage designated for residential use.

(C) Transitional housing or supportive housing.

(3) "Housing for very low, low-, or moderate-income households" means that either (A) at least 20 percent of the total units shall be sold or rented to lower income households, as defined in Section 50079.5 of the Health and Safety Code, or (B) 100 percent of the units shall be sold or rented to persons and families of moderate income as defined in Section 50093 of the Health and Safety Code, or persons and families of middle income, as defined in Section 65008 of this code. Housing units targeted for lower income households shall be made available at a monthly housing cost that does not exceed 30 percent of 60 percent of area median income with adjustments for household size made in accordance with the adjustment factors on which the lower income eligibility limits are based. Housing units targeted for persons and families of moderate income shall be made available at a monthly housing cost that does not exceed 30 percent of 100 percent of area median income with adjustments for household size made in accordance with the adjustment factors on which the moderate-income eligibility limits are based.

(4) "Area median income" means area median income as periodically established by the Department of Housing and Community Development pursuant to Section 50093 of the Health and Safety Code. The developer shall provide sufficient legal commitments to ensure continued availability of units for very low or low-income households in accordance with the provisions of this subdivision for 30 years.

(5) "Disapprove the housing development project" includes any instance in which a local agency does either of the following:

(A) Votes on a proposed housing development project application and the application is disapproved, then the applicant shall obtain any required land use approvals or entitlements necessary for the issuance of a building permit.

(B) Fails to comply with the time periods specified in subdivision (a) of Section 65950. An extension of time pursuant to Article 5 (commencing with Section 65950) shall be deemed to be an extension of time pursuant to this paragraph.

(i) If any city, county, or city and county denies approval or imposes conditions, including design changes, lower density, or a reduction of the percentage of a lot that may be occupied by a building or structure under the applicable planning and zoning in force at the time the application is deemed complete pursuant to Section 65943, that have a substantial adverse effect on the viability or affordability of a housing development for very low, low-, or moderate-income households, and the denial of the development or the imposition of conditions on the development is the subject of a court action which challenges the denial or the imposition of conditions, then the burden of proof shall be on the local legislative body to show that its decision is consistent with the findings as described in subdivision (d) and that the findings are supported by a preponderance of the evidence in the record. For purposes of this section, "lower density" includes any conditions that have the same effect or impact on the ability of the project to provide housing.

(j) (1) When a proposed housing development project complies with applicable, objective general plan, zoning, and subdivision standards and criteria, including design review standards, in effect at the time that the housing development project's application is determined to be complete, but the local agency proposes to disapprove the project or to impose a condition that the project be developed at a lower density, the local agency shall base its decision regarding the proposed housing development project upon written findings supported by a preponderance of the evidence on the record that both of the following conditions exist:

(A) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

(B) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density.

(2) (A) If the local agency considers a proposed housing development project to be inconsistent, not in compliance, or not in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision as specified in this subdivision, it shall provide the applicant with written documentation identifying the provision or provisions, and an explanation of the reason or reasons it considers the housing development to be inconsistent, not in compliance, or not in conformity as follows:

(i) Within 30 days of the date that the application for the housing development project is determined to be complete, if the housing development project contains 150 or fewer housing units.

(ii) Within 60 days of the date that the application for the housing development project is determined to be complete, if the housing development project contains more than 150 units.

(B) If the local agency fails to provide the required documentation pursuant to subparagraph (A), the housing development project shall be deemed consistent, compliant, and in conformity with the applicable plan, program, policy, ordinance, standard, requirement, or other similar provision.

(3) For purposes of this section, the receipt of a density bonus pursuant to Section 65915 *or an equitable communities incentive pursuant to Section 65918.51* shall not constitute a valid basis on which to find a proposed housing development project is inconsistent, not in compliance, or not in ~~conformity~~, *conformity* with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision specified in this subdivision.

(4) For purposes of this section, a proposed housing development project is not inconsistent with the applicable zoning standards and criteria, and shall not require a rezoning, if the housing development project is consistent with the objective general plan standards and criteria but the zoning for the project site is inconsistent with the general plan. If the local agency has complied with paragraph (2), the local agency may require the proposed housing development project to comply with the objective standards and criteria of the zoning which is consistent with the general plan, however, the standards and criteria shall be applied to facilitate and

accommodate development at the density allowed on the site by the general plan and proposed housing development project.

(5) For purposes of this section, "lower density" includes any conditions that have the same effect or impact on the ability of the project to provide housing.

(k) (1) (A) The applicant, a person who would be eligible to apply for residency in the development or emergency shelter, or a housing organization may bring an action to enforce this section. If, in any action brought to enforce this section, a court finds that either (i) the local agency, in violation of subdivision (d), disapproved a housing development project or conditioned its approval in a manner rendering it infeasible for the development of an emergency shelter, or housing for very low, low-, or moderate-income households, including farmworker housing, without making the findings required by this section or without making findings supported by a preponderance of the evidence, or (ii) the local agency, in violation of subdivision (j), disapproved a housing development project complying with applicable, objective general plan and zoning standards and criteria, or imposed a condition that the project be developed at a lower density, without making the findings required by this section or without making findings supported by a preponderance of the evidence, the court shall issue an order or judgment compelling compliance with this section within 60 days, including, but not limited to, an order that the local agency take action on the housing development project or emergency shelter. The court may issue an order or judgment directing the local agency to approve the housing development project or emergency shelter if the court finds that the local agency acted in bad faith when it disapproved or conditionally approved the housing development or emergency shelter in violation of this section. The court shall retain jurisdiction to ensure that its order or judgment is carried out and shall award reasonable attorney's fees and costs of suit to the plaintiff or petitioner, except under extraordinary circumstances in which the court finds that awarding fees would not further the purposes of this section. For purposes of this section, "lower density" includes conditions that have the same effect or impact on the ability of the project to provide housing.

(B) (i) Upon a determination that the local agency has failed to comply with the order or judgment compelling compliance with this section within 60 days issued pursuant to subparagraph (A), the court shall impose fines on a local agency that has violated this section and require the local agency to deposit any fine levied pursuant to this subdivision into a local housing trust fund. The local agency may elect to instead deposit the fine into the Building Homes and Jobs Fund, if Senate Bill 2 of the 2017-18 Regular Session is enacted, or otherwise in the Housing Rehabilitation Loan Fund. The fine shall be in a minimum amount of ten thousand dollars (\$10,000) per housing unit in the housing development project on the date the application was deemed complete pursuant to Section 65943. In determining the amount of fine to impose, the court shall consider the local agency's progress in attaining its target allocation of the regional housing need pursuant to Section 65584 and any prior violations of this section. Fines shall not be paid out of funds already dedicated to affordable housing, including, but not limited to, Low and Moderate Income Housing Asset Funds, funds dedicated to housing for very low, low-, and moderate-income households, and federal HOME Investment Partnerships Program and Community Development Block Grant Program funds. The local agency shall commit and expend the money in the local housing trust fund within five years for the sole purpose of financing newly constructed housing units affordable to extremely low, very low, or low-income households. After five years, if the funds have not been expended, the money shall revert to the state and be deposited in the Building Homes and Jobs Fund, if Senate Bill 2 of the 2017-18 Regular Session is enacted, or otherwise in the Housing Rehabilitation Loan Fund, for the sole purpose of financing newly constructed housing units affordable to extremely low, very low, or low-income households.

(ii) If any money derived from a fine imposed pursuant to this subparagraph is deposited in the Housing Rehabilitation Loan Fund, then, notwithstanding Section 50661 of the Health and Safety Code, that money shall be available only upon appropriation by the Legislature.

(C) If the court determines that its order or judgment has not been carried out within 60 days, the court may issue further orders as provided by law to ensure that the purposes and policies of this section are fulfilled, including, but not limited to, an order to vacate the decision of the local agency and to approve the housing development project, in which case the application for the housing development project, as proposed by the applicant at the time the local agency took the initial action determined to be in violation of this section, along with any standard conditions determined by the court to be generally imposed by the local agency on similar projects, shall be deemed to be approved unless the applicant consents to a different decision or action by the local agency.

(2) For purposes of this subdivision, "housing organization" means a trade or industry group whose local members are primarily engaged in the construction or management of housing units or a nonprofit organization whose mission includes providing or advocating for increased access to housing for low-income households and

have filed written or oral comments with the local agency prior to action on the housing development. A housing organization may only file an action pursuant to this section to challenge the disapproval of a housing development by a local agency. A housing organization shall be entitled to reasonable attorney's fees and costs if it is the prevailing party in an action to enforce this section.

(l) If the court finds that the local agency (1) acted in bad faith when it disapproved or conditionally approved the housing development or emergency shelter in violation of this section and (2) failed to carry out the court's order or judgment within 60 days as described in subdivision (k), the court, in addition to any other remedies provided by this section, shall multiply the fine determined pursuant to subparagraph (B) of paragraph (1) of subdivision (k) by a factor of five. For purposes of this section, "bad faith" includes, but is not limited to, an action that is frivolous or otherwise entirely without merit.

(m) Any action brought to enforce the provisions of this section shall be brought pursuant to Section 1094.5 of the Code of Civil Procedure, and the local agency shall prepare and certify the record of proceedings in accordance with subdivision (c) of Section 1094.6 of the Code of Civil Procedure no later than 30 days after the petition is served, provided that the cost of preparation of the record shall be borne by the local agency, unless the petitioner elects to prepare the record as provided in subdivision (n) of this section. A petition to enforce the provisions of this section shall be filed and served no later than 90 days from the later of (1) the effective date of a decision of the local agency imposing conditions on, disapproving, or any other final action on a housing development project or (2) the expiration of the time periods specified in subparagraph (B) of paragraph (5) of subdivision (h). Upon entry of the trial court's order, a party may, in order to obtain appellate review of the order, file a petition within 20 days after service upon it of a written notice of the entry of the order, or within such further time not exceeding an additional 20 days as the trial court may for good cause allow, or may appeal the judgment or order of the trial court under Section 904.1 of the Code of Civil Procedure. If the local agency appeals the judgment of the trial court, the local agency shall post a bond, in an amount to be determined by the court, to the benefit of the plaintiff if the plaintiff is the project applicant.

(n) In any action, the record of the proceedings before the local agency shall be filed as expeditiously as possible and, notwithstanding Section 1094.6 of the Code of Civil Procedure or subdivision (m) of this section, all or part of the record may be prepared (1) by the petitioner with the petition or petitioner's points and authorities, (2) by the respondent with respondent's points and authorities, (3) after payment of costs by the petitioner, or (4) as otherwise directed by the court. If the expense of preparing the record has been borne by the petitioner and the petitioner is the prevailing party, the expense shall be taxable as costs.

(o) This section shall be known, and may be cited, as the Housing Accountability Act.

SECTION 1. SEC. 2. Chapter 4.35 (commencing with Section 65918.50) is added to Division 1 of Title 7 of the Government Code, to read:

CHAPTER 4.35. Equitable Communities Incentives

65918.50. For purposes of this chapter:

~~(a) "Affordable" means available at affordable rent or affordable housing cost to, and occupied by, persons and families of extremely low, very low, low, or moderate incomes, as specified in context, and subject to a recorded affordability restriction for at least 55 years.~~

~~(b)~~

(a) "Development proponent" means an applicant who submits an application for an equitable communities incentive pursuant to this chapter.

~~(c)~~

(b) "Eligible applicant" means a development proponent who receives an equitable communities incentive.

~~(d)~~

(c) "FAR" means floor area ratio.

~~(e)~~

(d) "High-quality bus corridor" means a corridor with fixed route bus service that meets all of the following criteria:

(1) It has average service intervals of no more than 15 minutes during the three peak hours ~~from 10 a.m. to 12 p.m., inclusive, and the three peak hours between 3 p.m. and 7 p.m., inclusive, on Monday through Friday.~~

(2) It has average service intervals of no more than 20 minutes during the hours of 6 a.m. to 10 ~~a.m.~~ *p.m.*, inclusive, on Monday through Friday.

(3) It has average intervals of no more than 30 minutes during the hours of 8 a.m. to 10 p.m., inclusive, on Saturday and Sunday.

(e) (1) "Jobs-rich area" means an area identified by the Department of Housing and Community Development in consultation with the Office of Planning and Research that is both high opportunity and jobs rich, based on whether, in a regional analysis, the tract meets the following:

(A) The tract is higher opportunity and its characteristics are associated with positive educational and economic outcomes for households of all income levels residing in the tract.

(B) The tract meets either of the following criteria:

(i) New housing sited in the tract would enable residents to live in or near a jobs-rich area, as measured by employment density and job totals.

(ii) New housing sited in the tract would enable shorter commute distances for residents, compared to existing commute levels.

(2) The Department of Housing and Community Development shall, commencing on January 1, 2020, publish and update, every five years thereafter, a map of the state showing the areas identified by the department as "jobs-rich areas."

(f) "Job-rich housing project" means a residential development within an area identified *as a jobs-rich area* by the Department of Housing and Community Development ~~and in consultation with~~ the Office of Planning and Research, based on indicators such as proximity to jobs, high area median income relative to the relevant region, and high-quality public schools, as an area of high opportunity close to jobs. A residential development shall be deemed to be within an area designated as job-rich if both of the following apply:

(1) All parcels within the project have no more than 25 percent of their area outside of the job-rich area.

(2) No more than 10 percent of residential units or 100 units, whichever is less, of the development are outside of the job-rich area.

(g) "Local government" means a city, including a charter city, a county, or a city and county.

(h) "Major transit stop" means a ~~site containing an existing~~ rail transit station or a ferry terminal ~~served by either bus or rail transit service.~~ *that is a major transit stop pursuant to subdivision (b) of Section 21155 of the Public Resources Code.*

(i) "Residential development" means a project with at least two-thirds of the square footage of the development designated for residential use.

(j) "Sensitive community" means ~~an~~ *either of the following:*

(1) Except as provided in paragraph (2), an area identified by the Department of Housing and Community Development, which identification shall be updated every five years, in consultation with local community-based organizations in each metropolitan planning region, as an area ~~vulnerable to displacement pressures, based on indicators such as percentage of tenant households living at, or under, the poverty line relative to the region, where both of the following apply:~~

(A) Thirty percent or more of the census tract lives below the poverty line, provided that college students do not compose at least 25 percent of the population.

(B) The location quotient of residential racial segregation in the census tract is at least 1.25 as defined by the Department of Housing and Community Development.

(2) In the Counties of Alameda, Contra Costa, Marin, Napa, Santa Clara, San Francisco, San Mateo, Solano, and Sonoma, areas designated by the Metropolitan Transportation Commission on December 19, 2018, as the intersection of disadvantaged and vulnerable communities as defined by the Metropolitan Transportation Commission and the San Francisco Bay Conservation and Development Commission, which identification of a

sensitive community shall be updated at least every five years by the Department of Housing and Community Development.

(k) "Tenant" means a person ~~residing in~~ *who does not own the property where they reside, including residential situations that are* any of the following:

(1) Residential real property rented by the person under a long-term lease.

(2) A single-room occupancy unit.

(3) An accessory dwelling unit that is not subject to, or does not have a valid permit in accordance with, an ordinance adopted by a local agency pursuant to Section 65852.22.

(4) A residential motel.

(5) A mobilehome park, as governed under the Mobilehome Residency Law (Chapter 2.5 (commencing with Section 798) of Title 2 of Part 2 of Division 2 of the Civil Code), the Recreational Vehicle Park Occupancy Law (Chapter 2.6 (commencing with Section 799.20) of Title 2 of Part 2 of Division 2 of the Civil Code), the Mobilehome Parks Act (Part 2.1 (commencing with Section 18200) of Division 13 of the Health and Safety Code), or the Special Occupancy Parks Act (Part 2.3 (commencing with Section 18860) of Division 13 of the Health and Safety Code).

~~(5)~~

(6) Any other type of residential property that is not owned by the person or a member of the person's household, for which the person or a member of the person's household provides payments on a regular schedule in exchange for the right to occupy the residential property.

(l) "Transit-rich housing project" means a residential development the parcels of which are all within a one-half mile radius of a major transit stop or a one-quarter mile radius of a stop on a high-quality bus corridor. A project shall be deemed to be within ~~a one-half mile the radius of a major transit stop or a one-quarter mile radius of a stop on a high-quality bus corridor~~ if both of the following apply:

(1) All parcels within the project have no more than 25 percent of their area outside of a one-half mile radius of a major transit stop or a one-quarter mile radius of a stop on a high-quality bus corridor.

(2) No more than 10 percent of the residential units or 100 units, whichever is less, of the project are outside of a one-half mile radius of a major transit stop or a one-quarter mile radius of a stop on a high-quality bus corridor.

65918.51. ~~(a)~~ A local government shall, upon request of a development proponent, grant an equitable communities incentive, as specified in Section 65918.53, when the development proponent seeks and agrees to construct a residential development that satisfies the requirements specified in Section 65918.52.

~~(b) It is the intent of the Legislature that, absent exceptional circumstances, actions taken by a local legislative body that increase residential density not undermine the equitable communities incentive program established by this chapter.~~

65918.52. In order to be eligible for an equitable communities incentive pursuant to this chapter, a residential development shall meet all of the following criteria:

(a) The residential development is either a job-rich housing project or transit-rich housing project.

(b) The residential development is located on a site that, at the time of application, is zoned to allow housing as an underlying use in the zone, including, but not limited to, a residential, mixed-use, or commercial zone, as defined and allowed by the local government.

(c) (1) If the local government has adopted an inclusionary housing ordinance requiring that the development include a certain number of units affordable to households with incomes that do not exceed the limits for moderate-income, lower income, very low income, or extremely low income specified in Sections 50079.5, 50093, 50105, and 50106 of the Health and Safety Code, and that ordinance requires that a new development include levels of affordable housing in excess of the requirements specified in paragraph (2), the residential development complies with that ordinance. *The ordinance may provide alternative means of compliance that*

may include, but are not limited to, in-lieu fees, land dedication, offsite construction, ~~and contribution and rehabilitation of existing units.~~

(2) (A) If the local government has not adopted an inclusionary housing ordinance, as described in paragraph (1), ~~and the residential development includes _____ or more residential units,~~ the residential development includes ~~onsite an~~ affordable housing ~~contribution~~ for households with incomes that do not exceed the limits for extremely low income, very low income, and low income specified in Sections 50093, 50105, and 50106 of the Health and Safety Code. ~~It is the intent of the Legislature to require that any development of _____ or more residential units receiving an equitable communities incentive pursuant to this chapter include housing affordable to low, very low or extremely low income households, which, for projects with low or very low income units, are no less than the number of onsite units affordable to low or very low income households that would be required pursuant to subdivision (f) of Section 65915 for a development receiving a density bonus of 35 percent.~~

(B) For purposes of this paragraph, the residential development is subject to one of the following:

(i) If the project has 10 or fewer units, no affordability contribution is imposed.

(ii) If the project has 11 to 20 residential units, the development proponent may pay an in-lieu fee to the local government for affordable housing, where feasible, pursuant to subparagraph (C).

(iii) If the project has more than 20 residential units, the development proponent shall do either of the following:

(I) Make a comparable affordability contribution toward housing offsite that is affordable to lower income households, pursuant to subparagraph (C).

(II) Include units on the site of the project that are affordable to extremely low income, as defined in Section 50105 of the Health and Safety Code, very low income, or low-income households, as defined in Section 50079.5 of the Health and Safety Code, as follows:

Project Size	Inclusionary Requirement
21– 200 units	15% low income; or 8% very low income; or 6% extremely low income
201–350 units	17% low income; or 10% very low income; or 8% extremely low income
351 or more units	25% low income; or 15% very low income; or 11% extremely low income

(C) The development proponent of a project that qualifies pursuant to clause (ii) or subclause (I) of clause (iii) of subparagraph (B) may make a comparable affordability contribution toward housing offsite that is affordable to lower income households, as follows:

(i) The local government collecting the in-lieu fee payment shall make every effort to ensure that future affordable housing will be sited within one-half mile of the original project location within the boundaries of the local government by designating an existing housing opportunity site within a one-half mile radius of the project site for affordable housing. To the extent practicable, local housing funding shall be prioritized at the first opportunity to build affordable housing on that site.

(ii) If no housing opportunity sites that satisfy clause (i) are available, the local government shall designate a site for affordable housing within the boundaries of the local government and make findings that the site for the affordable housing development affirmatively furthers fair housing, as defined in Section 8899.50.

(D) Affordability of units pursuant to this paragraph shall be restricted by deed for a period of 55 years for rental units or 45 years for units offered for sale.

(d) The site does not contain, or has not contained, either of the following:

(1) Housing occupied by tenants within the seven years preceding the date of the application, including housing that has been demolished or that tenants have vacated prior to the application for a development permit.

(2) A parcel or parcels on which an owner of residential real property has exercised ~~his or her~~ *their* rights under Chapter 12.75 (commencing with Section 7060) of Division 7 of Title 1 to withdraw accommodations from rent or

lease within 15 years prior to the date that the development proponent submits an application to the chapter.

(e) The residential development complies with all applicable labor, construction employment, and wage standards otherwise required by law and any other generally applicable requirement regarding the approval of a development project, including, but not limited to, the local government's conditional use or other discretionary permit approval process, the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), or a streamlined approval process that includes labor protections.

(f) The residential development complies with all other relevant standards, requirements, and prohibitions imposed by the local government regarding architectural design, restrictions on or oversight of demolition, impact fees, and community benefits agreements.

(g) The equitable communities incentive shall not be used to undermine the economic feasibility of delivering low-income housing under the state density bonus program or a local implementation of the state density bonus program, or any locally adopted program that puts conditions on new development applications on the basis of receiving a zone change or general plan amendment in exchange for benefits such as increased affordable housing, local hire, or payment of prevailing wages.

65918.53. (a) ~~A residential development~~ *Any transit-rich or jobs-rich housing project* that meets the criteria specified in Section 65918.52 shall receive, upon request, an equitable communities incentive as follows:

~~(1) Any eligible applicant shall receive the following:~~

~~(A)~~

(1) A waiver from maximum controls on density.

~~(B)~~

(2) A waiver from ~~maximum~~ minimum automobile parking requirements greater than 0.5 automobile parking spots per unit.

~~(C)~~

(3) Up to three incentives and concessions pursuant to subdivision (d) of Section 65915.

~~(2)~~

*(b) An eligible applicant proposing a residential development that is located within a one-half mile radius, but outside a one-quarter mile radius, of a major transit stop ~~and includes no less than _____ percent affordable housing units~~ shall receive, in addition to the incentives specified in ~~paragraph (1),~~ *subdivision (a)*, waivers from all of the following:*

~~(A)~~

(1) Maximum height requirements less than 45 feet.

~~(B)~~

(2) Maximum FAR requirements less than 2.5.

~~(C)~~

(3) Notwithstanding subparagraph (B) of paragraph (1), any maximum automobile parking requirement.

~~(3)~~

*(c) An eligible applicant proposing a residential development that is located within a one-quarter mile radius of a major transit ~~and includes no less than _____ percent affordable housing units~~ stop shall receive, in addition to the incentives specified in ~~paragraph (1),~~ *subdivision (a)*, waivers from all of the following:*

~~(A)~~

(1) Maximum height requirements less than 55 feet.

~~(B)~~

(2) Maximum FAR requirements less than 3.25.

~~(C)~~

(3) Notwithstanding ~~subparagraph (B) of~~ paragraph ~~(1)~~, (1) of subdivision (b), any ~~maximum~~ minimum automobile parking requirement.

~~(4)~~

(d) Notwithstanding any other law, for purposes of calculating any additional incentive or concession in accordance with Section 65915, the number of units in the residential development after applying the equitable communities incentive received pursuant to this chapter shall be used as the base density for calculating the incentive or concession under that section.

~~(5)~~

(e) An eligible applicant proposing a project that meets all of the requirements under Section 65913.4 may submit an application for streamlined, ministerial approval in accordance with that section.

~~(b)~~

(f) The local government may modify or expand the terms of an equitable communities incentive provided pursuant to this chapter, provided that the equitable communities incentive is consistent with, and meets the minimum standards specified in, this chapter.

65918.54. The Legislature finds and declares that this chapter addresses a matter of statewide concern rather than a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, this chapter applies to all cities, including charter cities.

65918.55. (a) ~~It is the intent of the Legislature that implementation~~ *Implementation* of this chapter *shall* be delayed in sensitive communities until July 1, 2020.

~~(b) It is further the intent of the Legislature to enact legislation that does all of the following:~~

~~(1)~~

(b) Between January 1, 2020, and _____, ~~allows~~ a local government, in lieu of the requirements of this chapter, ~~to~~ *may* opt for a community-led planning process *in sensitive communities* aimed toward increasing residential density and multifamily housing choices near transit ~~steps~~ *stops, as follows:*

~~(2) Encourages sensitive~~

(1) *Sensitive* communities ~~to opt for that pursue~~ a community-led planning process at the neighborhood level ~~to develop shall, on or before January 1, 2025, produce a community plan that may include~~ zoning and *any* other policies that encourage multifamily housing development at a range of income levels to meet unmet needs, protect vulnerable residents from displacement, and address other locally identified priorities.

~~(3) Sets minimum performance standards for community plans, such as minimum~~

(2) *Community plans shall, at a minimum, be consistent with the* overall residential development capacity and the minimum affordability standards set forth in this ~~chapter~~ *chapter within the boundaries of the community plan.*

~~(4) Automatically applies the~~

(3) *The* provisions of this chapter *shall apply* on January 1, 2025, to sensitive communities that ~~do have~~ *have* not *have* adopted community plans that meet the minimum standards described in paragraph ~~(3)~~, (2), whether those plans were adopted prior to or after enactment of this chapter.

SEC. 2. SEC. 3. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

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Date	Action
04/04/19	Set for hearing April 24.
04/03/19	From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 9. Noes 1.) (April 2). Re-referred to Com. on GOV. & F.
03/26/19	Set for hearing April 2.
03/19/19	Set for hearing April 2.
03/11/19	From committee with author's amendments. Read second time and amended. Re-referred to Com. on HOUSING.
01/24/19	Referred to Coms. on HOUSING and GOV. & F.
12/04/18	From printer. May be acted upon on or after January 3.
12/03/18	Introduced. Read first time. To Com. on RLS. for assignment. To print.

SENATE COMMITTEE ON HOUSING
Senator Scott Wiener, Chair
2019 - 2020 Regular

Bill No:	SB 50	Hearing Date:	4/2/2019
Author:	Wiener		
Version:	3/11/2019 Amended		
Urgency:	No	Fiscal:	Yes
Consultant:	Alison Hughes		

SUBJECT: Planning and zoning: housing development: incentives

DIGEST: This bill requires a local government to grant an equitable communities incentive, which reduces specified local zoning standards in “jobs-rich” and “transit rich areas,” as defined, when a development proponent meets specified requirements.

ANALYSIS:

Existing law:

- 1) Provides, under the Housing Accountability Act, that when a proposed housing development project complies with applicable, objective general plan, zoning, and subdivision standards in effect at the time the housing development project’s application is determined to be complete, but the local agency proposes to disapprove the project or impose a condition that the project be approved at a lower density, the local agency shall base its decision upon written findings, as specified.
- 2) Requires all cities and counties to adopt an ordinance that specifies how they will implement state density bonus law. Requires cities and counties to grant a density bonus when an applicant for a housing development of five or more units seeks and agrees to construct a project that will contain at least one of the following:
 - a) 10% of the total units of a housing development for lower income households
 - b) 5% of the total units of a housing development for very low-income households
 - c) A senior citizen housing development or mobile home park
 - d) 10% of the units in a common interest development (CID) for moderate-income households

- e) 10% of the total units for transitional foster youth, disabled veterans, or homeless persons.
- 3) Requires the city or county to allow an increase in density on a sliding scale from 20% to 35% over the otherwise maximum allowable residential density under the applicable zoning ordinance and land use element of the general plan, depending on the percentage of units affordable low-income, very low-income, or senior households.
- 4) Provides that upon the request of a developer, a city, county, or city and county shall not require a vehicular parking ratio, inclusive of disabled and guest parking, that meets the following ratios:
 - a) Zero to one bedroom — one onsite parking space
 - b) Two to three bedrooms — two onsite parking spaces
 - c) Four and more bedrooms — two and one-half parking spaces
- 5) Provides that if a project contains 100% affordable units and is within ½ mile of a major transit stop, the local government shall not impose a parking ratio higher than .5 spaces per unit.
- 6) The applicant shall receive the following number of incentives or concessions:
 - a) One incentive or concession for projects that include at least 10% of the total units for lower income households or at least 5% for very low income households.
 - b) Two incentives or concessions for projects that include at least 20% of the total units for lower income households or at least 10% for very low income households.
 - c) Three incentives or concessions for projects that include at least 30% of the total units for lower income households or at least 15% for very low income households.
- 7) Provides that supportive housing, in which 100% of units are dedicated to low-income households (up to 80% AMI) and are receiving public funding to ensure affordability, shall be a use by right in all zones where multifamily and mixed uses are allowed, as specified.
- 8) Provides that infill developments in localities that have failed to meet their regional housing needs assessment (RHNA) numbers shall not be subject to a streamlined, ministerial approval process, as specified.

This bill:

- 1) Defines “high quality bus corridor” as a corridor with fixed bus route service that meets specified average service intervals.
- 2) Defines “jobs-rich area” as an area identified by the Department of Housing and Community Development (HCD), in consultation with the Office of Planning and Research (OPR), that both meets “high opportunity” and “jobs-rich,” based on whether, in a regional analysis, the tract meets (a) and (b) below. HCD shall, beginning January 1, 2020 publish and update a map of the state showing areas identified as “jobs-rich areas” every five years.
 - a) The tract is “higher opportunity” and its characteristics are associated with positive educational and economic outcomes of all income levels residing in the tract.
 - b) The tract meets either of the following:
 - i. New housing sited in the tract would enable residents to live in or near the jobs-rich area, as measured by employment density and job totals.
 - ii. New housing sited in the tract would enable shorter commute distances for residents compared to existing commute levels.
- 3) “Jobs-rich housing project” means a residential development within an area identified as a “jobs-rich area” by HCD and OPR, based on indicators such as proximity to jobs, high median income relative to the relevant region, and high-quality public schools, as an area of high opportunity close to jobs.
- 4) Defines “major transit stop” as a rail transit station or a ferry terminal as defined.
- 5) Defines “residential development” as a project with at least two-thirds of the square footage of the development designated for residential use.
- 6) Defines “sensitive communities” as either:
 - a) An area identified by HCD every five years, in consultation with local community-based organizations in each metropolitan planning region, as an area where both of the following apply:
 - i. 30% or more of the census tract lives below the poverty line, provided that college students do not compose at least 25% of the population.
 - ii. The “location quotient” of residential racial segregation in the census tract is at least 1.25 as defined by HCD.

- b) In the counties of Alameda, Contra Costa, Marin, Napa, Santa Clara, San Francisco, San Mateo, Solano, and Sonoma, areas designated by the Metropolitan Transportation Commission (MTC) on December 19, 2018 as the intersection of disadvantaged and vulnerable communities as defined by the MTC and the San Francisco Bay Conservation and Development Commission.
- 7) Defines “tenant” as a person who does not own the property where they reside, including specified residential situations.
- 8) Defines “transit-rich housing project” as a residential development in which the parcels are all within ½ mile radius of a major transit stop or ¼ mile radius of a stop on a high-quality bus corridor.
- 9) Requires a local government to grant an equitable communities incentive when a development proponent seeks and agrees to construct a residential development that meets the following requirements:
- a) The residential development is either a jobs-rich housing project or transit-rich housing project.
 - b) The residential development is located on a site that, at the time of application, is zoned to allow “housing as an underlying use” in the zone.
 - c) Prohibits the site from containing either of the following:
 - i. Housing occupied by tenants within the seven years preceding the date of the application.
 - ii. A parcel or parcels on which an owner of residential real property has exercised their rights to withdraw accommodations from rent or lease within 15 years prior to the date that the development proponent submits an application under this bill.
 - d) The residential development complies with all applicable labor, construction, employment, and wage standards otherwise required by law, and any other generally applicable requirement regarding the approval of a development project.
 - e) The residential development complies with all relevant standards, requirements, and prohibitions imposed by the local government regarding architectural design, restrictions on or oversight of demolition, impact fees, and community benefit agreements.
 - f) Affordable housing requirements, required to remain affordable for 55 years for rental units and 45 years for units offered for sale, as specified:
 - i. If the local government has adopted an inclusionary housing ordinance and that ordinance requires that a new development include levels of

affordability in excess of what is required in this bill, the requirements in that ordinance shall apply.

- ii. If (i) does not apply, the following shall apply:

Project Size	Inclusionary Housing Requirement
1-10 units	No affordability requirement.
11-20 units	Development proponent may pay an in lieu fee, where feasible, toward housing offsite affordable to lower income households.
21-200 units	<ul style="list-style-type: none"> • 15% low income OR • 8% very low income OR • 6% extremely low income OR • Comparable affordability contribution toward housing offsite affordable to lower income households.
201 – 350 units	<ul style="list-style-type: none"> • 17% low income OR • 10% very low income OR • 8% extremely low income OR • Comparable affordability contribution toward housing offsite affordable to lower income households
351 units or more	<ul style="list-style-type: none"> • 25% low income OR • 15% very low income OR • 11% extremely low income OR • Comparable affordability contribution toward housing offsite affordable to lower income households

- iii. If a development proponent makes a comparable affordability contribution toward housing offsite, the local government collecting the in-lieu payment shall make every effort to ensure that future affordable housing will be sited within ½ mile of the original project location within the boundaries of the local government by designating the existing housing opportunity site within a ½ mile radius of the project site for affordable housing. To the extent practical, local housing funding shall be prioritized at the first opportunity to build affordable housing on that site.
- iv. If no housing sites are available, the local government shall designate a site for affordable housing within the boundaries its jurisdiction and make findings that the site affirmatively furthers fair housing, as specified.

- 10) Prohibits the equitable communities incentive from being used to undermine the economic feasibility of delivering low-income housing under specified state

and local housing programs, including the state or a local implementation of the state density bonus program.

- 11) Requires a transit-rich or jobs-rich housing project to receive an equitable communities incentive, as follows:
 - a) A waiver from maximum controls on density.
 - b) A waiver from minimum parking requirements greater than .5 parking spaces per unit.
 - c) Up to three incentives and concessions under density bonus law.
- 12) Requires projects up to $\frac{1}{4}$ mile radius of a major transit stop, in addition to the benefits identified in (11), to receive waivers from all of the following:
 - a) Maximum height requirements less than 55 feet.
 - b) Maximum floor area ratio requirements less than 3.25.
 - c) Any minimum parking requirement.
- 13) Requires projects between $\frac{1}{4}$ and $\frac{1}{2}$ mile of a major transit stop, in addition to the benefits identified in (11), to receive waivers from all of the following:
 - a) Maximum height requirements less than 45 feet.
 - b) Maximum floor area ratio requirements less than 2.5.
 - c) Any maximum parking requirement.
- 14) Requires, for purposes of calculating any additional incentives and concessions under density bonus law, to use the number of units after applying the increased density permitted under this bill as the base density.
- 15) Permits a development receiving an equitable communities incentive to also be eligible for streamlined, ministerial approval under existing law.
- 16) Requires the implementation of this bill to be delayed in sensitive communities until July 1, 2020. Between January 1, 2020 and an unspecified date, a local government, in lieu of the requirements in this bill, may opt for a community-led planning process in sensitive communities aimed toward increasing residential density and multifamily housing choices near transit stops, as follows:
 - a) Sensitive communities that pursue a community-led planning process at the neighborhood level shall, on or before January 1, 2025, produce a community plan that may include zoning and any other policies that encourage

SB 50 (Wiener)

multifamily housing development at a range of income levels to meet unmet needs, protect vulnerable residents from displacement, and address other locally identified priorities.

- b) Community plans shall, at a minimum, be consistent with the overall residential development capacity and the minimum affordability standards set forth in this chapter within the boundaries of the community plan.
- c) The provisions of this bill shall apply on January 1, 2025, to sensitive communities that have not adopted community plans that meet the minimum standards described in paragraph (16)(b).

- 17) States that the receipt of an equitable communities incentive shall not constitute a valid basis to find a proposed housing development project inconsistent, not in compliance, or in conformity with an applicable plan, program, policy, ordinance, standard, requirement or other similar provision under the Housing Accountability Act.

COMMENTS

- 1) *Purpose of the bill.* According to the author, “California’s statewide housing deficit is quickly approaching four million homes -- equal to the total deficit of the other forty-nine states combined. This housing shortage threatens our state’s environment, economy, diversity, and quality of life for current and future generations. In addition to tenant protections and increased funding for affordable housing, we need an enormous amount of new housing at all income levels in order to keep people stable in their homes. Policy interventions focused on relieving our housing shortage must be focused both on the number of new homes built and also the location of those homes: as we create space for more families in our communities, they must be near public transportation and jobs. The status quo patterns of development in California are covering up farmland and wild open space while inducing crushing commutes. Absent state intervention, communities will continue to effectively prohibit people from living near transit and jobs by making it illegal to build small apartment buildings around transit and jobs, while fueling sprawl and inhumane supercommutes.

“Small and medium-sized apartment buildings (i.e., not single-family homes and not high rises) near public transportation and high-opportunity job centers are an equitable, sustainable, and low-cost source of new housing. SB 50 promotes this kind of housing by allowing small apartment buildings that most California neighborhoods ban, regardless of local restrictions on density, within a half mile of rail stations and ferry terminals, quarter mile of a bus stop on a frequent bus line, or census tract close to job and educational opportunities. Around rail stations and ferry terminals, the bill also relaxes maximum height limits up to 45

SB 50 (Wiener)

or 55 feet—that is, a maximum of four and five stories—depending on the distance from transit. Job-rich areas and those serviced only by buses do not trigger height increases, but these areas will benefit from relaxed density and off-street parking requirements that encourage low-rise multifamily buildings like duplexes and fourplexes. SB 50 grants significant local control to individual jurisdictions over design review, labor and local hire requirements, conditional use permits, CEQA, local affordable housing and density bonus programs, and height limits outside of areas immediately adjacent to rail and ferry. This bill also requires an affordable housing component for all projects over ten units, and contains the strongest anti-displacement rules in state law, including an automatic ineligibility for any property currently or recently occupied by renters.”

- 2) *Housing near Transit.* Research has shown that encouraging more dense housing near transit serves not only as a means of increasing ridership of public transportation to reduce greenhouse gases (GHGs), but also a solution to our state’s housing crisis. As part of California’s overall strategy to combat climate change, the Legislature began the process of encouraging more transit oriented development with the passage of SB 375 (Steinberg, Chapter 728, Statutes of 2008). SB 375 is aimed at reducing the amount that people drive and associated GHGs by requiring the coordination of transportation, housing, and land use planning. The Legislature subsequently allocated 20% of the ongoing Cap and Trade Program funds to the Affordable Housing and Sustainable Communities Program, which funds land use, housing, transportation, and land preservation projects to support infill and compact development that reduce GHGs. At least half of the funds must support affordable housing projects.

The McKinsey Report found that increasing housing demand around high-frequency public transit stations could build 1.2 – 3 million units within a half-mile radius of transit. The report notes that this new development would have to be sensitive to the character of a place, and recommends that local communities proactively rezone station areas for higher residential density to pave the way for private investments, accelerate land-use approvals, and use bonds to finance station area infrastructure.

Research has also demonstrated a positive relationship between income and vehicle miles traveled (VMT). A study by the Center for Neighborhood Technology, entitled *Income, Location Efficiency, and VMT: Affordable housing as a Climate Strategy*, created a model to isolate the relationship of income on VMT. This model found that lower-income families living near transit were likely to drive less than their wealthier neighbors. More specifically, in metro regions, home to two-thirds of California’s population, identically composed and located low-income households were predicted to drive 10% less than the

SB 50 (Wiener)

median, very low-income households 25% less, and extremely low-income households 33% less. By contrast, middle income households were predicted to drive 5% more and above moderate-income households 14% more. The patterns are similar for the other two Regional Contexts, although the differences are slightly reduced in Rural Areas. This research demonstrates the value of encouraging lower-income people to live near transit who are more likely to increase transit ridership.

This bill incentivizes denser housing near transit by reducing zoning controls such as density, parking, height, and floor area ratios, as specified.

- 3) *Denser Housing in Single-Family Zoning*. California's high—and rising—land costs necessitate dense housing construction for a project to be financially viable and for the housing to ultimately be affordable to lower-income households. Yet, recent trends in California show that new housing has not commensurately increased in density. In a 2016 analysis, the Legislative Analyst's Office (LAO) found that the housing density of a typical neighborhood in California's coastal metropolitan areas increased only by four percent during the 2000s. In addition, the pattern of development in California has changed in ways that limit new housing opportunities. A 2016 analysis by BuildZoom found that new development has shifted from moderate but widespread density to pockets of high-density housing near downtown cores surrounded by vast swaths of low-density single-family housing. Specifically, construction of moderately-dense housing (2 to 49 units) in California peaked in the 1960s and 1970s and has slowed in recent decades.

Stricter land use controls are also associated with greater displacement and segregation along both income and racial lines. Past practices such as redlining, which led to the racial and economic segregation of communities in the 1930s, have shown the negative effects that these practices can have on communities. The federal National Housing Act of 1934 was enacted to make housing and mortgages more affordable and to stop bank foreclosures during the Great Depression. These loans were distributed in a manner to purposefully exclude “high risk” neighborhoods composed of minority groups. This practice led to underdevelopment and lack of progress in these segregated communities while neighborhoods surrounding them flourished due to increased development and investment. People living in these redlined communities had unequal access to quality, crucial resources such as health and schools. These redlined communities experience higher minority and poverty rates today and are experiencing gentrification and displacement at a higher rate than other neighborhoods. Today, exclusionary zoning can lead to “unintended” segregation of low-income and minority groups, which creates unequal

opportunities for Californians of color. Both the LAO and an analysis by the Institute of Governmental Studies (IGS) at the University of California, Berkeley indicate that building new housing would reduce the likelihood that residents would be displaced in future decades.

The UC Berkeley Turner Center conducted a residential land use survey in California from August 2017 to October 2018. The survey found that most jurisdictions devote the majority of their land to single family zoning and in two-thirds of jurisdictions, multifamily housing is allowed on less than 25% of land. Some jurisdictions in the US have taken steps to increase density in single-family zones. For example, Minneapolis will become the first major U.S. city to end single-family home zoning; in December, the City Council passed a comprehensive plan to permit three-family homes in the city's residential neighborhoods, abolish parking minimums for all new construction, and allow high-density buildings along transit corridors. According to the 2016 McKinsey Report, California has the capacity to build between 341,000 and 793,000 new units by adding units to existing single-family homes.

In an effort to encourage denser housing everywhere, and in particular, in traditionally exclusionary jurisdictions, this bill seeks to incentivize denser housing development in "jobs-rich areas" by reducing density and parking, and granting developments up to three concessions and incentives consistent with density bonus law. This is similar mapping exercise to a process that the California Tax Credit Allocation Committee (TCAC) in the State Treasurer's Office underwent to encourage low-income housing developments in high opportunity areas, with the goal of encouraging more inclusive communities in California. TCAC and HCD convened a group of independent organizations and researchers called the California Fair Housing Taskforce (Taskforce). The Taskforce released a detailed opportunity mapping methodology document that identifies specific policy goals and purposes, as well as detailed indicators to identify areas that further the policy goals and purposes. This bill specifies that HCD, in consultation with OPR, is responsible for creating maps that identify which tracts meet the requirements in this bill. As written, the definition of "jobs-rich area" is not entirely clear. Moving forward, the author may wish to modify the requirements for a "jobs-rich area" to provide more clarity to HCD and OPR.

- 4) *Density bonus law (DBL)*. Given California's high land and construction costs for housing, it is extremely difficult for the private market to provide housing units that are affordable to low- and even moderate-income households. Public subsidy is often required to fill the financial gap on affordable units. DBL allows public entities to reduce or even eliminate subsidies for a particular project by

allowing a developer to include more total units in a project than would otherwise be allowed by the local zoning ordinance in exchange for affordable units.

Allowing more total units permits the developer to spread the cost of the affordable units more broadly over the market-rate units. The idea of DBL is to cover at least some of the financing gap of affordable housing with regulatory incentives, rather than additional subsidy.

Under existing law, if a developer proposes to construct a housing development with a specified percentage of affordable units, the city or county must provide all of the following benefits: a density bonus; incentives or concessions (hereafter referred to as incentives); waiver of any development standards that prevent the developer from utilizing the density bonus or incentives; and reduced parking standards.

To qualify for benefits under density bonus law, a proposed housing development must contain a minimum percentage of affordable housing (*see* the “Existing Law” section). If one of these five options is met, a developer is entitled to a base increase in density for the project as a whole (referred to as a density bonus) and one regulatory incentive. Under density bonus law, a market rate developer gets density increases on a sliding scale based on the percentage of affordable housing included in the project. At the low end, a developer receives 20% additional density for 5% very low-income units and 20% density for 10% low-income units. The maximum additional density permitted is 35% (in exchange for 11% very low-income units and 20% low-income units). The developer also negotiates additional incentives and concessions, reduced parking, and design standard waivers with the local government. This helps developers reduce costs while enabling a local government to determine what changes make the most sense for that site and community.

This bill provides similar zoning reductions as density bonus law. Unlike density bonus law, which grants more zoning reductions and waivers with increased percentages of affordable housing, this bill encourages the construction of more housing across the state, generally. This bill provides that in areas that are “jobs-rich” – the goal of which is to increase housing in traditionally “high opportunity areas” – a specified project is not subject to density controls, parking, and may receive up to three concessions and incentives under DBL. Housing projects near transit, as specified, receive additional benefits of having minimum height requirements and minimum floor area ratios. Under the requirements of this bill, affordable housing requirements depend on the size of the project and increase with the number of units in a housing project.

A development proponent, particularly near transit, will likely enjoy greater benefits under the provisions of this bill than those received under DBL. For example, the greatest density a housing project enjoys under DBL is 35%; this bill removes density requirements, so while increased density will vary for each individual site, it is not limited. Under DBL, only projects containing 100% affordable units enjoy parking minimums less than 1 space per bedroom, while pursuant to this bill, no projects are required to have more than .5 spaces per unit. Additionally, under both DBL and this bill, a developer may receive three concessions and incentives only if at least 30% of the units are affordable to lower income households. Under this bill, projects near transit enjoy minimum height requirements and floor area ratios, while under DBL, a developer would need to use its concessions and incentives or waivers to negotiate reductions of those types of requirements.

The author's stated goal is to enable a developer to access the benefits of DBL as well as those provided under this bill. In fact, this bill states that the incentive granted under this bill shall not be used to "undermine the economic feasibility of delivering low-income housing under the state density bonus program...". Moving forward, the author is evaluating how the two programs may work more closely in concert with one another.

- 5) *Sensitive Communities*. According to the author, many communities, particularly communities of color and those with high concentrations of poverty, have been disempowered from the community planning process. In order to provide more flexibility to disenfranchised communities, the bill contains a delay for sensitive communities, as defined, until July 1, 2020, as well as a process for these communities to identify their own plans to encourage multifamily housing development at a range of income levels to meet unmet needs, protect vulnerable residents from displacement, and address other locally identified priorities. Moving forward, the author may wish to provide more clarity as to what factors will guide HCD in determining what qualifies as a sensitive community.
- 6) *SB 827 (Wiener, 2018)*. This bill is similar to SB 827, which created an incentive for housing developers to build denser housing near transit by exempting developments from certain low-density requirements, including maximum controls on residential density, maximum controls on FAR, as specified, minimum parking requirements, and maximum building height limits, as specified. A developer could choose to use the benefits provided in that bill if it met certain requirements.

This bill is different from SB 827 in several ways. First, unlike SB 827, this bill is not limited in application to proximity near transit; this bill provides reduced

SB 50 (Wiener)

zoning requirements for specified projects in “jobs-rich areas” that are traditionally “high-opportunity” and will result in more housing across the state. With regards to the inclusion of units affordable to lower income households, SB 827 contained an inclusionary housing scheme that only applied to additional units granted by that bill, not the number of units in the base zoning. This bill provides that projects with 11-19 units may pay an in-lieu fee for affordable housing, if feasible, and requires projects with 21 or more units to contain units affordable to lower-income households or pay an in lieu fee. This bill also increases demolition protections for sites that have previously housed tenants and removes complex “Right to Return” provisions that could have proved difficult to enforce. Specifically, this bill prohibits an eligible site from containing housing occupied by tenants within the seven years preceding the date of the application and parcels on which an owner of has taken their rentals properties off the market for rent or lease within 15 years prior to the date the development proponent submits an application. This bill also creates a delayed implementation for sensitive communities, as defined, and permits them to come up with a community plan that may include zoning and other policies to encourage multifamily development at varying income levels and protect vulnerable residents from displacement.

- 7) *SB 4 (McGuire) vs. SB 50 (Wiener)*. This bill is similar in nature to SB 4 (McGuire), which will also be heard today. Both bills encourage denser housing near transit by relaxing density, height, parking, and FAR requirements, but also differ in several ways. SB 4 only applies in jurisdictions that have built fewer homes in the last 10 years than jobs and have unmet housing needs, whereas this bill does not have threshold requirements. Also, the zoning benefits in this bill also extend to projects in proximity to high quality bus corridors. While both bills only apply to parcels in residential zones, SB 4 only applies to infill sites and is not permitted in specified areas. Both bills also relate to areas not tied to transit; SB 4 allows for duplexes on vacant parcels that allow a residential use in cities less than 50,000 and fourplexes in cities greater than 50,000. This bill does not limit density, however it is limited to areas designated as “jobs-rich” by HCD and OPR. Lastly, SB 4 also provides a streamlined approval process.

Here is a comparison of the SB 4 and SB 50 benefits for projects near transit:

	SB 4 TOD	SB 50 Transit-Rich
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Density	- Metro areas: min. 30 units/acre - Suburban: min. 20 units per acre	No limit
Parking	- Cities <100,000 and 1/4-1/2 mile from transit: DBL (spaces/BR or .5 spaces/unit if 100% affordable) - Cities >100,000 and 0-1/4 mile from transit: no parking	No parking
Concessions and Incentives	No	- 1 C/I: Projects with 10% LI or 5% VLI - 2 C/I: Projects with 20% LI or 10% VLI - 3 C/I: Projects with 30% LI or 15% VLI
Waivers or Reductions of Dev't Standards	Existing design review applies	Must comply with all relevant standards, including architectural design
Height	One story over allowable height	No less than 45' or 55' (depending on proximity to transportation)
FAR	.6 times the number of stories	No less than 2.5 or 3.25 (depending on proximity to transit)
Streamlining	Ministerial Review	No new streamlined approvals, but may qualify under existing law (SB 35)
Reduced Fees	No	No

Here is a comparison of the SB 4 and SB 50 benefits for a “jobs-rich” and “neighborhood multifamily project” incentive:

	SB 4 Duplexes & Fourplexes	SB 50 Jobs-Rich
Density	- Urban Cities (<50,000): 2 units - Non-Urban (>50,000): 4 units	No limit
Parking	.5 spaces per unit	.5 spaces per unit
Concessions and Incentives	No	- 1 C/I: Projects with 10% LI or 5% VLI - 2 C/I: Projects with 20% LI or 10% VLI - 3 C/I: Projects with 30% LI or 15% VLI
Waivers or Reductions of Dev't Standards	Existing design review applies	Must comply with all relevant standards, including architectural design
Height	Meet existing zoning requirements	None (<i>can use one of the C/I or W/R of design standards</i>)
FAR	Meet existing zoning requirements	None (<i>can use one of the C/I or W/R of design standards</i>)
Streamlining	Ministerial Review	No new streamlined approvals, but may qualify under existing law (SB 35)
Reduced Fees	- Not a new residential use, except connection for service fees - No more than \$3,000 in school fees	No

- 9) *Support.* Those supporting this bill state that it will help build hundreds of thousands of new homes and ensure that a significant percentage will be affordable to lower-income households. The sponsors state that this bill will correct for decades of under-producing housing and perpetuating exclusionary housing policies, and will ensure housing is built in high-opportunity areas. Sponsors also state that this bill preserves the voices of long-time residents by

allowing sensitive communities to engage in their own planning process and includes strong anti-displacement protections.

- 10) *Letters Expressing Concern But Not Opposition.* Some organizations have expressed concern, but not opposition, relating to affordable housing, protections for sensitive communities, and the preservation of local affordable housing policies and plans. These concerns are raised by the following: Alliance for Community Trust – Los Angeles, California Environmental Justice Alliance, California Rural Legal Assistance Foundation, Chinatown Community Development, Central Coast Alliance United for a Sustainable Economy, East Bay Housing Organizations, East LA Community Corporation, Housing California, Koreatown Immigrant Workers Alliance, Leadership Counsel for Justice and Accountability, Legal Services for Prisoners with Children, Little Tokyo Service Center, Los Angeles Black Worker Center, LA Forward, Move LA, Orange County Communities Organized for Responsible Development, Organize Sacramento, People for Mobility Justice, Physicians for Social Responsibility – Los Angeles, Policy Link, Public Advocates, Public Counsel, Public Interest Law Project, Rural Community Assistance Corporation, Strategic Actions for a Just Economy, Social Justice Learning Institute, Southern California Association of Non-Profit Housing, Southeast Asian Community Alliance, St. John’s Well Child & Family Center, Thai Community Development Center, T.R.U.S.T. South LA, Venice Community Housing, and Western Center on Law and Poverty. These organizations are engaging in ongoing conversations with the author’s office to address their concerns as the bill moves through the legislative process.
- 11) *Opposition.* Cities, neighborhood associations, and homeowners groups are opposed to this bill for overriding local planning and decision-making and enacting a “one-size-fits-all” approach to solving the housing crisis. Some state that increased state involvement in local decisions could lead to increased opposition to housing. Others raise questions about how areas subject to the equitable communities incentives will be identified and are concerned about the negative impacts of denser housing to surrounding areas. The AIDS Healthcare Foundation asserts that this bill will give a free pass to developers in specified areas and does not require enough affordable housing in return. Instead, the state and developers should be focused on collaborating with local governments.
- 12) *Double-referral.* This bill is double-referred to the Governance and Finance Committee.

RELATED LEGISLATION:

SB 50 (Wiener)

SB 4 (McGuire, 2019) — creates a streamlined approval process for eligible projects within ½ mile of fixed rail or ferry terminals in cities of 50,000 residents or more in smaller counties and in all urban areas in counties with over a million residents. It also allows creates a streamlined approval process for duplexes and fourplexes, as specified, in residential areas on vacant, infill parcels. *This bill will also be heard today by this committee.*

SB 827 (Wiener, 2018) — would have created an incentive for housing developers to build near transit by exempting developments from certain low-density requirements, including maximum controls on residential density, maximum controls on FAR, as specified, minimum parking requirements, , and maximum building height limits, as specified. A developer could choose to use the benefits provided in that bill if it meets certain requirements. *This bill failed passage in the Senate Transportation and Housing Committee.*

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: Yes

POSITIONS: (Communicated to the committee before noon on Wednesday, March 27, 2019.)

SUPPORT

California Association Of Realtors (Co-Sponsor)
California YIMBY (Co-Sponsor)
Non-Profit Housing Association Of Northern California (Co-Sponsor)
6Beds, Inc.
American Association Of Retired Persons
Associated Students Of The University Of California
Associated Students Of University Of California, Irvine
Bay Area Council
Black American Political Association of California
Bridge Housing Corporation
Building Industry Association Of The Bay Area
Burbank Housing Development Corporation
CalAsian Chamber Of Commerce
California Apartment Association
California Building Industry Association
California Chamber Of Commerce
California Community Builders
California Downtown Association
California Foundation For Independent Living Centers
California Housing Alliance

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California Labor Federation, AFL-CIO
California League Of Conservation Voters
California Renters Legal Advocacy And Education Fund
California Public Interest Research Group
Circulate San Diego
Council Of Infill Builders
Eah Housing
East Bay For Every One
Environment California
Facebook, Inc.
Fair Housing Advocates Of Northern California
Fieldstead And Company, Inc.
First Community Housing
Fossil Free California
Habitat For Humanity California
Homeless Services Center
House Sacramento
Housing Leadership Council Of San Mateo County
Indivisible Sacramento
Los Angeles Business Council
Monterey Peninsula YIMBY
Natural Resources Defense Council
New Way Homes
Nextgen Marin
North Bay Leadership Council
Orange County Business Council
People For Housing - Orange County
Related California
San Francisco Bay Area Rapid Transit District
San Jose Associated Students
Santa Cruz County Business Council
Santa Cruz YIMBY
Silicon Valley At Home
Silicon Valley Community Foundation
Silicon Valley Leadership Group
Silicon Valley Young Democrats
Spur
State Building & Construction Trades Council Of California
State Council On Developmental Disabilities
Technology Network
TMG Partners
University Of California Student Association

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Up For Growth National Coalition
Valley Industry And Commerce Association
YIMBY Democrats Of San Diego County
1198 Individuals

OPPOSITION

AIDS Healthcare Foundation
American Planning Association, California Chapter
Beverly Hills; City Of
Chino Hills; City Of
Coalition For San Francisco Neighborhoods
Coalition To Preserve La
Cow Hollow Association
Dolores Heights Improvement Club
Glendora; City Of
Homeowners Of Encino
Lakewood; City Of
League Of California Cities
Livable California
Miraloma Park Improvement Club
Mission Economic Development Agency
Pasadena; City Of
Rancho Palos Verdes; City Of
Redondo Beach; City Of
Santa Clarita; City Of
Sherman Oaks Homeowners Association
South Bay Cities Council Of Governments
Sunnyvale; City Of
Sutro Avenue Block Club/Leimert Park
Telegraph Hill Dwellers
Toluca Lake Homeowners Association
West Mar Vista Residents Association
5 Individuals

-- END --

2018-2019

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April 17 2019

The Honorable Mike McGuire
Chair, Senate Committee on Governance and Finance
State Capitol Building, Room 5061
Sacramento, CA 95814

RE: SB 50 (Wiener) Planning and Zoning. Housing Development Incentives
Oppose Unless Amended (as amended 3/11/19)

Dear Senator McGuire:

The League of California Cities must respectfully oppose SB 50 unless the measure is amended to address our key concerns. SB 50 would allow developers of certain types of housing projects to override locally developed and adopted height limitations, housing densities, parking requirements, and limit design review standards.

We agree with the fundamental problem—there aren't enough homes being built in California. The League of California Cities remains committed to working with you, the Legislature, and the Governor on finding ways to help spur much needed housing construction statewide without upending longstanding community driven planning processes and stakeholder involvement.

Unfortunately, SB 50 as presently drafted lacks the flexibility needed to meet the State's housing goals while also acknowledging community input and engagement. Specifically, the League has significant concerns with the following:

- **SB 50 would greatly undermine locally adopted General Plans, Housing Elements** (which are certified by the Department of Housing and Community Development), and Sustainable Community Strategies (SCS). By allowing developers to override state approved housing plans, SB 50 seriously calls to question the need for cities to develop these community based plans in the first place.
- **Housing developers and transit agencies would have the power to determine** housing densities, heights up to 55 feet, parking requirements, and design review standards for "transit-rich housing projects" within one-half mile of a major transit stop. For those "transit-rich housing projects" within one-quarter mile radius of a stop on a high-quality bus corridor, developers would be able to determine housing density, and parking requirements above .5 spots per unit.
- **What is the full scope of SB 50?** As presently drafted, it is very difficult to determine what constitutes a "jobs-rich area" since the Department of Housing and Community Development and the Office of Planning and Research are largely tasked with making that determination.

- **Greater density but no public transit?** SB 50 would require cities to allow greater density in communities that are high opportunity and jobs rich, but lack access to public transit. This seems at odds with many state policies that encourage and incentivize more dense housing near transit so that individuals may become less dependent on automobiles.

SB 50 allows some communities to be exempt if they develop their own plan that is consistent with the objectives of the bill. Why not all communities? Shouldn't all jurisdictions have the ability to have a community-led planning process that takes into account local needs and input as long as state objectives are still met?

For these reasons, the League of California Cities opposes SB 50 unless it is amended to address the above concerns. If you have any questions, please feel free to contact me at (916) 658-8264.

Sincerely,



Jason Rhine
Assistant Legislative Director

cc. Senator Scott Wiener
Members, Senate Committee on Governance and Finance
Anton Favorini-Csorba, Consultant, Senate Committee on Governance and Finance
Ryan Eisberg, Consultant, Senate Republican Caucus

REPORT

DATE: April 25, 2019

TO: SGVCOG Planning Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: THE COVINA TOWN CENTER SPECIFIC PLAN

RECOMMENDED ACTION

For information only.

BACKGROUND

The City of Covina adopted its Covina Town Center Specific Plan in 2004 in order to help facilitate the implementation of the City's vision for its downtown Covina neighborhood. The downtown Covina neighborhood which is included in the Specific Plan is bounded by Barranca Avenue and 1st Avenue to the east, 4th Avenue and Valencia Place to the west, the alley south of Center Street to the south, and one to three parcels deep north of the rail tracks (north of Front Street on the north). Overall, the Plan Area encompasses approximately 226 total acres. One of the main goals of the Specific Plan was to facilitate the revitalization of the downtown Covina district by zoning for an increase the number of retail and commercial establishments, increasing the number of housing units and residents in the town center area, fostering more development on vacant or under-utilized parcels, and improving public infrastructure in the area. Additionally, the five guiding principles of the Specific Plan are as follows:

1. Return the focus of civic, social, and economic activity
2. Encourage more people to live downtown
3. Protect and build upon downtown's unique character
4. Provide ample public spaces for multiple uses
5. Encourage people to use alternative modes of transportation

The Town Center Specific Plan has been amended multiple times since its initial adoption in 2004; it has been amended in 2006, 2007, 2008, 2009, 2012, and 2016. Additionally, in 2018, The City of Covina began preparation of a Draft Environmental Impact Report for another update to the Town Center Specific Plan. This new update is necessary in order address and include projected development capacity, which includes population growth, new future residential units, and new non-residential properties. The new Town Center Specific Plan Update will be drafted to reflect an analysis of existing underutilized sites, and will also include the following components:

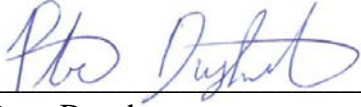
- Vision Framework
- Land Use and Zoning
- Design Standards and Guidelines
- Specific Plan Process
- Implementation and Financing

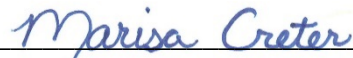
Moreover, as part of the 2018-19 Town Center Specific Plan Update, the City must get approvals

REPORT

of the Final Environmental Impact Report, amendments to the Town Center Specific Plan, and General Plan amendments, zoning code amendments, and map amendments.

Brian Lee, who is the Community Development Director of the City of Covina, will provide a presentation to the Planning TAC during which he will provide details about the original Town Center Specific Plan, as well as the Town Center Specific Plan Update process.

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – Presentation Slides (provided separately from the agenda packet)

DATE: April 25, 2019

TO: SGVCOG Planning TAC

FROM: Marisa Creter, Executive Director

RE: **Measure M Metro Active Transportation (MAT) Program**

RECOMMENDED ACTION

For information only.

BACKGROUND

The Active Transportation Strategic Plan is Metro's effort for all of LA County to pinpoint strategies to increase walking, bicycling, and transit use throughout Los Angeles County. As part of this Strategic Plan, Metro worked to identify corridors which would serve a plethora of adjacent residents as well as transit riders, and would facilitate an increase in active transportation and first/last mile activity. In order to develop this strategic plan, Metro collaborated with a wide variety of stakeholders, including local and regional agencies to identify policies and infrastructure recommendations. The Strategic Plan includes a list of priority first/last mile sites as well as priority active transportation regional corridors. The full comprehensive list of these projects can be found in Attachment A. Additionally, Attachment B includes a San Gabriel Valley-only list of active transportation priority corridors, and Attachment C includes a San Gabriel Valley-only list of first/last mile priority locations.

Under Measure M, which was a ½-cent sales tax measure for county-wide transportation projects that passed in November 2016 with a supermajority of the vote in Los Angeles County, 2%, or \$2.4 billion, of these funds are allotted to the Measure M Active Transportation Fund. Of the \$2.4 billion, \$365 million are dedicated to the LA River Path, while \$1.16 billion of the funds are reserved for a Metro discretionary fund. This leaves \$857 million over 40 years for a competitive active transportation fund, which Metro calls the Metro Active Transportation (MAT) Program.

In order to align with the Strategic Plan, eligible activities for the competitive MAT Program are projects which have been identified in the Strategic Plan's FLM Priority Network and Regional Active Transportation Corridors. All phases of eligible projects are eligible for MAT funding, though planning activities are limited to 0.5% of total costs. Program funding cycles are expected to be two to five years in length, and Metro projects for each cycle will be based on the transportation priorities at the time of the cycle. The first cycle, Cycle 1, will last three to five years, and will have about \$15 million available per year. More specifically, funding will be split 50%/50% between FLM and AT projects, as up to 10 FLM projects will be funded, and up to 5 AT projects will receive funding. As with all cycles, Metro will be focusing on funding projects from the FLM Priority Networks and the Regional Active Transportation Corridors. The main objectives and points of emphasis for these sub-programs are as follows:

First/Last Mile Priority Network:

- Address existing stations and stops identified by Board Motion
- Deploy rapidly in a concentrated radius
- Fund design through implementation
- Test FLM Toolkit
- Pilot streamlined approval process

Regional Active Transportation Corridors:

- Move the Active Transportation Strategic Plan vision into action
- Create multi-jurisdictional active transportation corridors
- Establish lasting partnerships
- Build upon recent experience
- Create a pipeline for strategic investment.

In order to narrow down the inventory range of eligible projects, Metro has established prioritization criteria for the FLM and AT projects, though the criteria are subject to Metro PAC input. The criteria include evaluating projects based on equity, safety, and mobility & connectivity. Table 1 illustrates the scoring and prioritization criteria:

Criteria	Specific Data Inputs	Project Type & Applicability	
		First/Last Mile	AT Corridors
Equity	Disadvantaged Communities (DAC) - CalEnviroScreen	X	X
	California Healthy Places Index	X	X
	SCAG's Communities of Concern	X	X
Safety	TIMS / SWITRS	X	X
	SCAG's High Injury Network		X
	City of LA's High Injury Network		X
Mobility & Connectivity	Metro & Municipal Transit Agencies' Daily Boardings	X	
	First/Last Mile Connectivity to Major Transit Stops		X
	SCAG's Regional Bikeway Network		X
	Measure M Transit/Rail Project Alignments		X

Table 1
MAT Program Prioritization Criteria


REPORT

Once the highest scoring projects are identified, Metro plans to solicit interest from the jurisdictions in which each of the respective projects are located, including local support, local commitments, and the capacity for coalition-building. Projects which are determined to have buy-in from the jurisdictions will move forward with the funding award process, and receive funding for the project. The project will be implemented within the cycle timeframe.

NEXT STEPS

The Metro PAC will continue to provide comments on the MAT Program guidelines over the course of the next couple of months. Then, at the June PAC meeting, the PAC will provide feedback on a detailed Cycle 1 package. The Metro Board is expected to take action on a Cycle 1 plan sometime in Summer 2019.

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

- Attachment A – Active Transportation and First/Last Mile Priority Corridors -- Page 82
- Attachment B – Active Transportation Strategic Plan, Regional Corridors (SGV) -- Page 92
- Attachment C – First/Last Mile Priority Network Projects List (SGV) -- Page 94
- Attachment D – Metro Active Transportation (MAT) Program Slides -- Page 95
- Attachment E -- MAT Program Cycle 1 Screening and Prioritization Methodology -- Page 106

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Active Transportation Strategic Plan**First/Last Mile Priority Network**

Name (Alphabetical)	Jurisdiction	Route Type
110 HOV / Adams	Los Angeles	BRT
1st	Long Beach	LRT
1st ST/Central	Los Angeles	Rail
23rd	Los Angeles	LRT
2nd St/Broadway	Los Angeles	Rail
2nd St/Hope	Los Angeles	Rail
4th / Colorado	Santa Monica	LRT
5th	Long Beach	LRT
6th / San Pedro	Los Angeles	Bus
Acton / Vincent Grade	Unincorporated	Rail
Alameda / 7th	Los Angeles	Bus
Aliso / Pico	Los Angeles	LRT
Allen	Pasadena	LRT
Alvarado / Beverly	Los Angeles	Bus
Alvarado / Sunset	Los Angeles	Bus
Anaheim	Long Beach	LRT
Artesia	Compton	LRT
Arts District / Little Tokyo	Los Angeles	LRT
Atlantic / Cesar E. Chavez	Monterey Park	Bus
Atlantic / Florence	Cudahy	Bus
Atlantic / Olympic	Unincorporated	Bus
Atlantic / Whittier	Unincorporated	Bus
Avalon	Los Angeles	LRT
Avalon / Florence	Los Angeles	Bus
Avalon / Manchester	Los Angeles	Bus
Avalon / Vernon	Los Angeles	Bus
Aviation / Century	Los Angeles	BRT
Azusa / Alameda	Azusa	LRT
Azusa / Citrus	Glendora	LRT
Balboa	Los Angeles	BRT
Baldwin Park	Baldwin Park	Rail
Beacon St/1st St	Los Angeles	LRT
Benton Way / Beverly	Los Angeles	Bus
Beverly / Vermont	Los Angeles	Heavy rail
Boyle Heights / Mariachi Plaza	Los Angeles	LRT
Brand / Broadway	Glendale	Bus
Broadway / Florence	Los Angeles	Bus
Broadway / Vernon	Los Angeles	Bus
Bundy / Santa Monica	Los Angeles	Bus

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Name	Jurisdiction	Route Type
Burbank	Burbank	Rail
Burbank Airport	Burbank	Rail
Cadillac / Venice	Los Angeles	Bus
Cal State L.A.	Los Angeles	BRT
Cal State L.A.	Unincorporated	Rail
Canoga	Los Angeles	BRT
Central / 6th	Los Angeles	Bus
Central / 7th	Los Angeles	Bus
Central / Colorado	Glendale	Bus
Central / Vernon	Los Angeles	Bus
Channel / 7th	Long Beach	Bus
Chatsworth	Los Angeles	Rail / BRT
Cherry / Pacific Coast Hwy	Long Beach	Bus
Chinatown	Los Angeles	LRT
Civic Center	Los Angeles	Heavy rail
Claremont	Claremont	Rail
Collegian / Cesar E. Chavez	Monterey Park	Bus
Colorado / 17th	Santa Monica	LRT
Commerce	Commerce	Rail
Commerce / Montebello	Montebello	Rail
Compton	Compton	LRT
Covina	Covina	Rail
Crenshaw	Hawthorne	LRT
Crenshaw / Adams	Los Angeles	Bus
Crenshaw / Martin Luther King Jr.	Los Angeles	BRT
Crenshaw / Pico	Los Angeles	Bus
Crenshaw / Slauson	Los Angeles	BRT
Crenshaw / Venice	Los Angeles	Bus
Crenshaw / Washington	Los Angeles	Bus
Culver City	Los Angeles	LRT
Cypress Park / Lincoln Heights	Los Angeles	LRT
Daly / Broadway	Los Angeles	Bus
De Soto	Los Angeles	BRT
Del Amo	Unincorporated	LRT
Del Mar	Pasadena	LRT
Douglas	El Segundo	LRT
Duarte / Highland	Duarte	LRT
East L.A. Civic Center	Unincorporated	LRT
Echo Park / Sunset	Los Angeles	Bus
El Monte	El Monte	Rail
El Monte Busway	El Monte	Bus
El Segundo	El Segundo	LRT

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Name	Jurisdiction	Route Type
Expo / Bundy	Los Angeles	LRT
Expo / Crenshaw	Los Angeles	LRT
Expo / Farmdale	Los Angeles	LRT
Expo / La Brea	Los Angeles	LRT
Expo / Sepulveda	Los Angeles	LRT
Expo / Vermont	Los Angeles	LRT
Expo / Western	Los Angeles	LRT
Expo / Westwood	Los Angeles	LRT
Expo Park / USC	Los Angeles	LRT
Fairfax / 3rd	Los Angeles	Bus
Fairfax / Beverly	Los Angeles	Bus
Fairfax / Santa Monica	West Hollywood	Bus
Fairfax / Venice	Los Angeles	Bus
Fairfax Hub / Washington	Los Angeles	Bus
Federal Building Roadway	Unincorporated	Bus
Figueroa / 23rd	Los Angeles	BRT
Figueroa / 7th	Los Angeles	BRT
Figueroa / Sunset	Los Angeles	Bus
Figueroa / Vernon	Los Angeles	Bus
Figueroa / Washington	Los Angeles	BRT
Figueroa St/190th St	Los Angeles	LRT
Fillmore	Pasadena	LRT
Firestone	Unincorporated	LRT
Florence	Unincorporated	LRT
Flower / Olympic	Los Angeles	BRT
Flower / Washington	Los Angeles	BRT
Glendale	Glendale	Rail
Goodrich / Louis	Commerce	Bus
Grand	Los Angeles	LRT
Harbor Beacon Park	Los Angeles	LRT
Harbor Freeway	Los Angeles	LRT
Harbor Fwy/Carson St	Unincorporated	LRT
Harbor Fwy/Pacific Coast Hwy	Los Angeles	LRT
Harbor Gateway Transit Center	Los Angeles	Bus
Harbor Transitway / 37th	Los Angeles	BRT
Harbor Transitway / Manchester	Los Angeles	BRT
Harbor Transitway / Rosecrans	Los Angeles	BRT
Harbor Transitway / Slauson	Los Angeles	BRT
Hawthorne / Lennox	Hawthorne	Bus
Heritage Square / Arroyo	Los Angeles	LRT

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Name	Jurisdiction	Route Type
Highland / Santa Monica	Los Angeles	Bus
Highland Park	Los Angeles	LRT
Hill / 1st	Los Angeles	BRT
Hoefner / Whittier	Unincorporated	Bus
Hollywood / Highland	Los Angeles	Heavy rail
Hollywood / Vine	Los Angeles	Heavy rail
Hollywood / Western	Los Angeles	Heavy rail
Hoover / Venice	Los Angeles	Bus
Hyde Park	Los Angeles	Rail
Indiana	Unincorporated	LRT
Industry	Industry	Rail
Jefferson / USC	Los Angeles	LRT
La Brea / Florence	Inglewood	BRT
La Brea / Santa Monica	West Hollywood	Bus
La Brea / Venice	Los Angeles	Bus
La Cienega / 3rd	Los Angeles	Bus
La Cienega / Beverly	Los Angeles	Bus
La Cienega / Jefferson	Los Angeles	LRT
Lake	Pasadena	LRT
Lakewood	Downey	LRT
Lancaster	Lancaster	Rail
Laurel Canyon	Los Angeles	BRT
LAX / Aviation	Los Angeles	LRT
LAX City Bus Center	Los Angeles	BUS
Leimert Park	Los Angeles	Rail
Long Beach	Lynwood	LRT
Long Beach Transit Mall	Long Beach	LRT
MacArthur Park / Westlake	Los Angeles	Heavy rail
Manchester / Aviation	Inglewood	BRT
Maravilla	Unincorporated	LRT
Mariposa	El Segundo	LRT
McBean Regional Transit Center	Santa Clarita	BUS
Memorial Park	Pasadena	LRT
Motor / Venice	Los Angeles	Bus
Myrtle / Duarte	Monrovia	LRT
National / Palms	Los Angeles	LRT
Newhall	Santa Clarita	Rail
Nordhoff	Los Angeles	BRT
Normandie / Olympic	Los Angeles	Bus
Normandie / Venice	Los Angeles	Bus
North Hollywood	Los Angeles	Heavy rail
Northridge	Los Angeles	Rail

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Name	Jurisdiction	Route Type
Norwalk	Norwalk	LRT
Oakford / Whittier	Unincorporated	Bus
Ocean / Wilshire	Santa Monica	Bus
Olive / 5th	Los Angeles	BRT
Olympic / 26th	Santa Monica	LRT
Overland / Venice	Los Angeles	Bus
Pacific	Long Beach	LRT
Pacific / Clarendon	Huntington Park	Bus
Pacific / Florence	Unincorporated	Bus
Pacific / Slauson	Huntington Park	Bus
Pacific/11th St	Los Angeles	LRT
Pacific/15th St	Los Angeles	LRT
Pacific/17th St	Los Angeles	LRT
Pacific/19th St	Los Angeles	LRT
Pacific/1st St	Los Angeles	LRT
Pacific/21st St	Los Angeles	LRT
Pacific/3rd St	Los Angeles	LRT
Pacific/7th St	Los Angeles	LRT
Palmdale	Palmdale	Rail
PCH	Long Beach	LRT
Pershing Square	Los Angeles	Heavy rail
Pico	Los Angeles	LRT
Pierce College	Los Angeles	BRT
Pomona - Downtown	Pomona	Rail
Pomona - North	Pomona	Rail
Rampart / 3rd	Los Angeles	Bus
Redondo Beach	Redondo Beach	LRT
Reseda	Los Angeles	BRT
Roscoe	Los Angeles	BRT
San Fernando / Sylmar	Los Angeles	Rail
San Pedro	Los Angeles	LRT
San Pedro / 7th	Los Angeles	Bus
Santa Clara / 1st	Arcadia	LRT
Santa Clarita	Santa Clarita	Rail
Santa Fe Springs / Norwalk	Norwalk	Rail
Sepulveda	Los Angeles	BRT
Sepulveda / Santa Monica	Los Angeles	Bus
Sepulveda / Slauson	Culver City	Bus
Sherman Way	Los Angeles	BRT
Sierra Valley Madre	Pasadena	LRT
Slauson	Unincorporated	LRT
Soto	Los Angeles	LRT

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Name	Jurisdiction	Route Type
Soto / Olympic	Los Angeles	Bus
Soto / Whittier	Los Angeles	Bus
South Pasadena	South Pasadena	LRT
Southwest Museum	Los Angeles	LRT
Spring / 1st	Los Angeles	BRT
Sunset / Vermont	Los Angeles	Heavy rail
Tampa	Los Angeles	BRT
Union / Olympic	Los Angeles	Bus
Union Station	Los Angeles	Heavy rail / LRT/BRT
Universal City	Los Angeles	Heavy rail
USC Medical Center	Los Angeles	BRT
Valley College	Los Angeles	BRT
Van Nuys	Los Angeles	Rail
Van Nuys	Los Angeles	BRT
Van Nuys / Chase	Los Angeles	Bus
Van Nuys / Nordhoff	Los Angeles	Bus
Van Nuys / Roscoe	Los Angeles	Bus
Van Nuys / Sherman Way	Los Angeles	Bus
Van Nuys / Vanowen	Los Angeles	Bus
Vermont / 120th	Unincorporated	Bus
Vermont / 92nd	Unincorporated	Bus
Vermont / Adams	Los Angeles	Bus
Vermont / Athens	Unincorporated	Bus
Vermont / Expo	Los Angeles	LRT
Vermont / Florence	Los Angeles	Bus
Vermont / Manchester	Los Angeles	Bus
Vermont / Olympic	Los Angeles	Bus
Vermont / Pico	Los Angeles	Bus
Vermont / Santa Monica	Los Angeles	LRT
Vermont / Slauson	Los Angeles	Bus
Vermont / Venice	Los Angeles	Bus
Vermont / Vernon	Los Angeles	Bus
Vermont / Washington	Los Angeles	Bus
Vernon	Los Angeles	LRT
Veteran Federal Building	Unincorporated	Bus
Via Princessa	Santa Clarita	Rail
Vine / Santa Monica	Los Angeles	Bus
Wardlow	Long Beach	LRT
Warner Center Transit Hub	Los Angeles	BRT
Washington	Los Angeles	LRT
Watts Towers / 103rd	Los Angeles	LRT
West / Florence	Inglewood	BRT

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Name	Jurisdiction	Route Type
West Campus / State University	Long Beach	Bus
Western / Adams	Los Angeles	Bus
Western / Martin Luther King Jr.	Los Angeles	Bus
Western / Melrose	Los Angeles	Bus
Western / Olympic	Los Angeles	Bus
Western / Pico	Los Angeles	Bus
Western / Santa Monica	Los Angeles	Bus
Western / Slauson	Los Angeles	Bus
Western / Venice	Los Angeles	Bus
Western / Vernon	Los Angeles	Bus
Western / Washington	Los Angeles	Bus
Westwood / Weyburn	Los Angeles	Bus
Westwood / Wilshire	Los Angeles	Bus
Willow	Long Beach	LRT
Willowbrook	Unincorporated	LRT
Wilshire / 4th	Santa Monica	Bus
Wilshire / Normandie	Los Angeles	LRT
Wilshire / Vermont	Los Angeles	Heavy rail
Wilshire / Western	Los Angeles	LRT
Wilshire/Fairfax	Los Angeles	Rail
Wilshire/La Brea	Los Angeles	Rail
Wilshire/La Cienega	Beverly Hills	Rail
Witmer / 6th	Los Angeles	Bus
Woodley	Los Angeles	BRT
Woodman	Los Angeles	BRT
Ximeno / Pacific Coast Hwy	Long Beach	Bus

Corridor	From	To	Total Miles	Subregion	Jurisdiction
1ST-2ND-GLENDALE	FLETCHER DR	EASTERN AVE	8.51	Central Los Angeles	Los Angeles, Unincorporated
223RD-WARDLOW	VERMONT AVE	LONG BEACH BLVD	5.91	Gateway Cities, South Bay Cities	Carson, Long Beach, Los Angeles, Unincorporated
30TH ST	AVE H	AVE P	8.06	North Los Angeles County	Lancaster, Unincorporated
ALAMEDA	SPRING ST	LA RIVER	16.12	Central Los Angeles, Gateway Cities, South Bay Cities	Carson, Compton, Huntington Park, Long Beach, Los Angeles, Lynwood, Unincorporated, Vernon
ALAMEDA-UPRR	LA RIVER	HARRY BRIDGES BLVD	8.31	Gateway Cities, South Bay Cities	Carson, Los Angeles, Unincorporated
ALHAMBRA WASH	SPRR SAN GABRIEL	RIO HONDO	4.63	San Gabriel Valley	Rosemead, San Gabriel, Unincorporated
ALLEN AVE	E ALTADENA DR	ORLANDO RD	3.99	Arroyo Verdugo, San Fernando Valley	Los Angeles, Pasadena, San Marino, Unincorporated
ALTADENA-LONG BEACH	LOMA ALTA DR	LA RIVER	32.12	Arroyo Verdugo, Central Los Angeles, Gateway Cities	Alhambra, Bell Gardens, Commerce, Lakewood, Long Beach, Montebello, Monterey Park, Paramount, Pasadena, San Marino, Signal Hill, South Gate, South Pasadena, Unincorporated
ANAHEIM ST	S WESTERN AVE	PCH	10.26	Gateway Cities, South Bay Cities	Long Beach, Los Angeles
ARROW-BONITA	LIVE OAK AVE	SAN ANTONIO WASH	17.16	San Gabriel Valley	Azusa, Claremont, Covina, Irwindale, La Verne, Pomona, San Dimas, Unincorporated
ARROYO SECO	SAN PASCUAL AVE	AVE 19	4.85	Arroyo Verdugo, Central Los Angeles	Los Angeles, South Pasadena
ARROYO-VERDUGO	VAN NUYS BLVD	YORK BLVD	23.81	Arroyo Verdugo, Central Los Angeles, San Fernando Valley	Glendale, La Canada Flintridge, Los Angeles, Pasadena, South Pasadena
ARTESIA BLVD	COAST	S VERMONT AVE	6.65	South Bay Cities	Gardena, Hermosa Beach, Manhattan Beach, Redondo Beach, Torrance
ARTESIA-HERONDO	COAST	ORANGE COUNTY LINE	22.95	Gateway Cities, South Bay Cities	Artesia, Bellflower, Carson, Cerritos, Compton, La Mirada, Long Beach, Los Angeles, Redondo Beach, Torrance
AVALON BLVD	E IMPERIAL HWY	HARRY BRIDGES BLVD	11.06	Central Los Angeles, Gateway Cities, South Bay Cities	Carson, Los Angeles, Unincorporated
AVE L	70TH ST W	50TH ST E	12.14	North Los Angeles County	Lancaster, Palmdale, Unincorporated
AVE N	50TH ST	SIERRA BIKE PATH	5.34	North Los Angeles County	Palmdale, Unincorporated
AVE P	30TH ST W	50TH ST E	8.11	North Los Angeles County	Palmdale, Unincorporated
AVE S	TOVEY AVE	70TH ST E	7.86	North Los Angeles County	Palmdale, Unincorporated
AVIATION-BNSF-LAX	W MANCHESTER AVE	MANHATTAN BEACH BLVD	5.94	South Bay Cities	El Segundo, Inglewood, Los Angeles, Manhattan Beach
AZUSA AVE	SAN GABRIEL RIVER	COLIMA RD	12.30	San Gabriel Valley	Azusa, Covina, Industry, Unincorporated, West Covina
BADILLO-RAMONA	MISSION-VALLEY SPRR	W BONITA AVE	13.35	San Gabriel Valley	Baldwin Park, Covina, El Monte, San Dimas, Unincorporated, West Covina
BALLONA CREEK	PACIFIC AVE	VENICE BLVD	8.55	Central Los Angeles, Westside Cities	Culver City, Los Angeles
BEVERLY-TEMPLE	SANTA MONICA BLVD	LA RIVER	9.70	Central Los Angeles, Westside Cities	Beverly Hills, Los Angeles, West Hollywood
BIG DALTON WASH	BIG DALTON DEBRIS DAM	WALNUT CREEK	10.84	San Gabriel Valley	Azusa, Baldwin Park, Covina, Glendora, Irwindale, Unincorporated, West Covina
BLOOMFIELD AVE	WHITTIER-UPRR	CARSON ST	9.86	Gateway Cities	Cerritos, Hawaiian Gardens, Lakewood, Norwalk, Santa Fe Springs, Whittier
BNSF-CARSON	AVALON BLVD	W SEPULVEDA BLVD	4.73	South Bay Cities	Carson, Los Angeles
BNSF-SOUTH BAY	BNSF RR	CRENSHAW BLVD	6.04	South Bay Cities	El Segundo, Hawthorne, Lawndale, Redondo Beach, Torrance
BRAND-GLENDALE-HYPERION-HIGHLAND-REDONDO	VERDUGO WASH	RODEO RD	13.68	Arroyo Verdugo, Central Los Angeles	Glendale, Los Angeles
BROADWAY-FOUNTAIN-SANTA MONICA	OCEAN AVE	W SUNSET BLVD	14.24	Central Los Angeles, Westside Cities	Beverly Hills, Los Angeles, Santa Monica, West Hollywood
BUNDY-CENTINELA-INGLEWOOD	SAN VICENTE BLVD	S CENTINELA AVE	6.35	San Fernando Valley, Westside Cities	Culver City, Los Angeles
CARSON ST	N LONG BEACH BLVD	BLOOMFIELD AVE	7.47	Gateway Cities	Hawaiian Gardens, Lakewood, Long Beach
CENTRAL AVE-COMPTON CREEK	E 1ST ST	E ARTESIA BLVD	13.05	Central Los Angeles, Gateway Cities	Compton, Los Angeles, Unincorporated
CENTURY-MLK-PE ROW	ALAMEDA ST	SALT LAKE- UP-PE RR ROW	4.44	Gateway Cities	Lynwood, South Gate, Unincorporated
CHANDLER	LA RIVER	E VERDUGO AVE	13.17	Arroyo Verdugo, San Fernando Valley	Burbank, Los Angeles
CHAVEZ-SUNSET-RIGGIN	N FAIRFAX AVE	ALHAMBRA WASH	18.37	Central Los Angeles, Gateway Cities, San Gabriel Valley	Los Angeles, Monterey Park, Rosemead, Unincorporated
COASTAL ROUTE	VENTURA COUNTY LINE	LA RIVER	63.99	Las Virgenes/Malibu, South Bay Cities, Westside Cities	El Segundo, Hermosa Beach, Long Beach, Los Angeles, Malibu, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Santa Monica, Torrance, Unincorporated
COLIMA RD	TELEGRAPH RD	ORANGE COUNTY LINE	15.09	Gateway Cities, San Gabriel Valley	Diamond Bar, Industry, Unincorporated, Whittier
COLORADO-FOOTHILL	LA RIVER	SAN ANTONIO WASH	34.58	Arroyo Verdugo, Central Los Angeles	Arcadia, Azusa, Claremont, Duarte, Glendale, Irwindale, La Verne, Los Angeles, Monrovia, Pasadena, Pomona, San Dimas, Unincorporated
COYOTE CREEK	TELEGRAPH RD	OCEAN AVE	15.16	Gateway Cities	Santa Fe Springs, Unincorporated
COYOTE CREEK EAST	IMPERIAL HWY	ARTESIA BLVD	4.37	Gateway Cities	La Mirada, Unincorporated
CRENSHAW-ARDEN	HIGHLAND AVE	PCH	22.74	Central Los Angeles, South Bay Cities	Gardena, Hawthorne, Inglewood, Los Angeles, Torrance, Unincorporated
CULVER-JEFFERSON	S SEPULVEDA BLVD	COAST	4.50	Westside Cities	Culver City, Los Angeles
CULVER-ROBERTSON	SANTA MONICA BLVD	LINCOLN BLVD	8.82	Central Los Angeles, Westside Cities	Beverly Hills, Culver City, Los Angeles, West Hollywood

Corridor	From	To	Total Miles	Subregion	Jurisdiction
Del Amo Blvd	COAST	COYOTE CREEK	19.44	Gateway Cities, South Bay Cities	Carson, Cerritos, Lakewood, Long Beach, Los Angeles, Redondo Beach, Torrance, Unincorporated
DOMINGUEZ CHANNEL	S VERMONT AVE	PCH	7.14	South Bay Cities	Carson, Los Angeles
DUARTE-EL MONTE	W HUNTINGTON DR	RIO HONDO	3.35	San Gabriel Valley	Arcadia, El Monte, Temple City
EATON WASH	NEW YORK DR	RIO HONDO	8.28	Arroyo Verdugo	El Monte, Pasadena, Temple City, Unincorporated
EL SEGUNDO BLVD	COAST	ALAMEDA ST	11.97	Gateway Cities, South Bay Cities, Westside Cities	Compton, El Segundo, Hawthorne, Los Angeles, Unincorporated
FAIRFAX	HOLLYWOOD BLVD	BALLONA CREEK	4.46	Central Los Angeles, Westside Cities	Los Angeles, West Hollywood
FAIRPLEX-RIDGEWAY	BONITA AVE	SAN JOSE WASH	3.78	San Gabriel Valley	La Verne, Pomona
FIRESTONE-MANCHESTER	CULVER BLVD	LA RIVER	16.41	Central Los Angeles, Gateway Cities, South Bay Cities, Westside Cities	Inglewood, Los Angeles, South Gate, Unincorporated
FIRESTONE-SPRR	LA RIVER	ARTESIA BLVD	12.27	Gateway Cities	Downey, La Mirada, Norwalk, Santa Fe Springs, South Gate
FLORENCE AVE	BNSF RAILROAD	ALAMEDA ST	5.92	Central Los Angeles, Gateway Cities, South Bay Cities	Inglewood, Los Angeles, Unincorporated
FOOTHILL-SUNLAND-VINELAND	VENTURA BLVD	VERDUGO WASH	18.39	Arroyo Verdugo, San Fernando Valley	Glendale, La Canada Flintridge, Los Angeles, Unincorporated
FREMONT-PASADENA	E UNION ST	WHITTIER BLVD	9.28	Arroyo Verdugo, Central Los Angeles	Alhambra, Monterey Park, Pasadena, South Pasadena, Unincorporated
GARVEY-RAMONA	WHITTIER BLVD	SP RR	12.04	Central Los Angeles, San Gabriel Valley	Alhambra, El Monte, Monterey Park, Rosemead, South El Monte, Unincorporated
GLENORA-GRAND	LITTLE DALTON WASH	SP RR	8.80	San Gabriel Valley	Covina, Glendora, Industry, Unincorporated, Walnut, West Covina
GLENOAKS BLVD	FOOTHILL FWY	VERDUGO WASH	17.09	Arroyo Verdugo, San Fernando Valley	Burbank, Glendale, Los Angeles, San Fernando
GOLDEN VALLEY	THE OLD ROAD	SIERRA HWY	9.25	North Los Angeles County	Santa Clarita, Unincorporated
HIGH DESERT CORRIDOR	ELIZABETH LAKE RD	SAN BERNARDINO COUNTY	31.22	North Los Angeles County	Palmdale, Unincorporated
HILLCREST-HAWTHORNE	SLAUSON BLVD	PALOS VERDES DR	15.95	Central Los Angeles, South Bay Cities	Hawthorne, Inglewood, Lawndale, Los Angeles, Rolling Hills Estates, Torrance, Unincorporated
HUBBARD-RINALDI	INDEPENDENCE AVE, LASSEN ST	PACOIMA WASH	13.71	San Fernando Valley	Los Angeles, San Fernando
HUNTINGTON-MAIN	E HUNTINGTON DR	E IMPERIAL HWY	23.42	Arroyo Verdugo, Central Los Angeles	Arcadia, Los Angeles, San Marino, South Pasadena
IMPERIAL HWY	COAST	ORANGE COUNTY LINE	27.19	Central Los Angeles, Gateway Cities, LAX, South Bay Cities, Westside Cities	Downey, Hawthorne, Inglewood, La Mirada, Los Angeles, Lynwood, Norwalk, South Gate, Unincorporated
JEFFERSON-WESTWOOD	LE CONTE AVE	S FIGUEROA ST	10.99	Central Los Angeles, Westside Cities	Culver City, Los Angeles
LA MIRADA CREEK	ORANGE COUNTY LINE	COYOTE CREEK	4.89	Gateway Cities	La Mirada, Santa Fe Springs, Unincorporated, Whittier
LA RIVER	CANOVA AVE	COYOTE CREEK	57.31	Central Los Angeles, Gateway Cities, San Fernando Valley	Bell, Compton, Cudahy, Long Beach, Los Angeles, Paramount, South Gate, Unincorporated, Vernon
LAKEWOOD-ROSEMEAD	E ORANGE GROVE BLVD	PCH	27.08	Arroyo Verdugo, Gateway Cities, Los Beach Municipal Airport	Bellflower, Downey, Lakewood, Long Beach, Pasadena, Pico Rivera, Rosemead, South El Monte, Temple City, Unincorporated
LANCASTER-SANTA CLARITA-SFV	AVE H	SP RR BURBANK	61.09	Arroyo Verdugo, North Los Angeles, County, San Fernando Valley	Burbank, Lancaster, Los Angeles, Palmdale, San Fernando, Santa Clarita, Unincorporated
LINCOLN BLVD	SAN VICENTE BLVD	W MANCHESTER AVE	7.22	Westside Cities	Los Angeles, Santa Monica
LITTLE DALTON WASH	LITTLE DALTON WASH	E ALOSTA AVE	4.07	San Gabriel Valley	Azusa, Glendora
LOS ANGELES-LOWER AZUSA	ROSEMEAD BLVD	BIG DALTON WASH	7.60	San Gabriel Valley	Baldwin Park, El Monte, Irwindale, Rosemead, Temple City, Unincorporated
MAIN ST	HUNTINGTON DR N	ARROW HWY	12.30	Central Los Angeles, San Gabriel Valley	Alhambra, Arcadia, Irwindale, Los Angeles, San Gabriel, Temple City, Unincorporated
MALIBU CANYON	MUREAU RD	PCH	9.82	Las Virgenes/Malibu	Calabasas, Malibu, Unincorporated
MANHATTAN BEACH BLVD	COAST	CRENSHAW BLVD	4.95	South Bay Cities	Lawndale, Manhattan Beach, Redondo Beach, Unincorporated
MELROSE AVE	SANTA MONICA BLVD	W SUNSET BLVD	7.10	Central Los Angeles, Westside Cities	Los Angeles, West Hollywood
MISSION-SPRR-UPRR	SAN GABRIEL RIVER	SAN ANTONIO WASH	20.21	San Gabriel Valley	Industry, Pomona, Unincorporated
MISSION-VALLEY	E CESAR E CHAVEZ AVE	LA PUENTE CREEK	16.80	Central Los Angeles, San Gabriel Valley	Alhambra, El Monte, Industry, Los Angeles, Rosemead, San Gabriel, Unincorporated
MONTANA AVE	OCEAN AVE	SIN VICENTE BLVD	3.15	Westside Cities	Los Angeles, Santa Monica
MOTOR-SPRR-COLORADO	OCEAN AVE	VENICE BLVD	6.31	Westside Cities	Los Angeles, Santa Monica
OCEAN-MAIN-VENICE	SAN VICENTE BLVD	BALLONA CREEK	6.73	Westside Cities	Los Angeles, Santa Monica, Unincorporated
PACOIMA WASH/CHANNEL	GAVINA AVE	LA RIVER	14.65	San Fernando Valley	Los Angeles, San Fernando
PALOS VERDES DRIVE	PALOS VERDES BLVD	S FIGUEROA ST	7.79	South Bay Cities	Lomita, Los Angeles, Palos Verdes Estates, Rolling Hills Estates
PASADENA-YORK	OAK GROVE	EAGLE ROCK BLVD	11.70	Arroyo Verdugo, Central Los Angeles	La Canada Flintridge, Los Angeles, Pasadena, South Pasadena, Unincorporated
PCH	ESPLANADE	SAN GABRIEL RIVER	18.52	Gateway Cities, South Bay Cities	Lomita, Long Beach, Los Angeles, Redondo Beach, Torrance

Corridor	From	To	Total Miles	Subregion	Jurisdiction
PECK RD	HUNTINGTON DR	WHITTIER BLVD	11.73	Gateway Cities, San Gabriel Valley	Arcadia, El Monte, Industry, Irwindale, Monrovia, South El Monte, Unincorporated
PICO-GATEWAY-OCEAN PARK	BARNARD WAY	CENTRAL AVE	15.58	Central Los Angeles, Westside Cities	Los Angeles, Santa Monica
PLUMMER-VALLEY CIRCLE	VENTURA BLVD	WOODMAN AVE	17.49	San Fernando Valley	Los Angeles, Unincorporated
RANDOLPH AVE RAIL ROW	E SLAUSON AVE	LA RIVER	7.03	Gateway Cities	Bell, Commerce, Huntington Park, Unincorporated
REDONDO BEACH BLVD	FLAGLER LN	SALT LAKE- UP-PE RR ROW	13.74	Gateway Cities, South Bay Cities	Compton, Gardena, Lawndale, Los Angeles, Redondo Beach, Unincorporated
RIO HONDO	PECK RD	LA RIVER	18.65	Gateway Cities, San Gabriel Valley	Arcadia, Bell Gardens, El Monte, Montebello, Pico Rivera, Rosemead, South El Monte, South Gate, Unincorporated
RIVERSIDE-VERDUGO	VAN NUYS BLVD	VAN NUYS BLVD	8.77	Arroyo Verdugo, San Fernando Valley	Burbank, Los Angeles
SALT LAKE- UP-PE RR ROW	LA RIVER	COYOTE CREEK	14.78	Gateway Cities	Artesia, Bell, Bellflower, Cerritos, Cudahy, Downey, Paramount, South Gate, Vernon
SAN FERNANDO	VERDUGO AVE	FIGUEROA ST	8.29	Arroyo Verdugo, Central Los Angeles	Burbank, Glendale, Los Angeles
SAN GABRIEL RIVER	OLD SAN GABRIEL CYN	COYOTE CREEK	33.93	Gateway Cities, San Gabriel Valley	Azusa, Baldwin Park, Cerritos, Downey, Industry, Irwindale, Lakewood, Long Beach, Pico Rivera, Unincorporated
SAN GABRIEL-SIERRA MADRE	EATON WASH	VALLEY BLVD	6.71	Arroyo Verdugo	Pasadena, Rosemead, San Gabriel, San Marino, Unincorporated
SAN JOSE-THOMPSON-LA PUENTE	PUENTE CREEK	SAN ANTONIO DAM	26.46	San Gabriel Valley	Claremont, Industry, La Puente, Pomona, Unincorporated, Walnut
SAN VICENTE BLVD	SANTA MONICA BLVD	VENICE BLVD	4.45	Central Los Angeles, Westside Cities	Beverly Hills, Los Angeles
SANTA CLARA RIVER	VENTURA COUNTY LINE	SIERRA HWY	15.76	North Los Angeles County	Santa Clarita, Unincorporated
SEPULVEDA	RINALDI ST	VENICE BLVD	20.74	San Fernando Valley, Westside Cities	Los Angeles, Unincorporated
SEPULVEDA-PCH	SANTA MONICA BLVD	PALOS VERDES BLVD	17.10	South Bay Cities, Westside Cities	Culver City, El Segundo, Hermosa Beach, Los Angeles, Manhattan Beach, Redondo, Beach
SEPULVEDA-WILLOW	TORRANCE BLVD	COYOTE CREEK	17.81	Gateway Cities, South Bay Cities	Carson, Long Beach, Los Angeles, Redondo Beach, Signal Hill, Torrance, Unincorporated
SLAUSON	SEPULVEDA BLVD	LA RIVER	12.47	Central Los Angeles, Gateway Cities	Huntington Park, Los Angeles, Maywood, Unincorporated, Vernon
SOTO	MISSION ROAD	LA RIVER	5.04	Central Los Angeles, Gateway Cities	Los Angeles, Vernon
SPRR-BURBANK WESTERN	LASSEN ST	LA RIVER	20.03	Arroyo Verdugo, Central Los Angeles, San Fernando Valley	Burbank, Glendale, Los Angeles
SPRR-SAN GABRIEL	FREMONT AVE	EATON WASH	5.32	San Gabriel Valley	Alhambra, San Gabriel, Temple City, Unincorporated
SUNSET AVE	FOOTHILL BLVD	PUENTE CREEK	8.44	San Gabriel Valley	Azusa, Industry, Irwindale, Unincorporated, West Covina
TELEGRAPH RD	GARFIELD AVE	IMPERIAL HWY	8.99	Gateway Cities	Montebello, Pico Rivera, Santa Fe Springs, Unincorporated
THE OLD ROAD	LAKE HUGHES RD	SIERRA HWY	14.43	North Los Angeles County, San Fernando Valley	Los Angeles, Unincorporated
TOWNE AVE	BASE LINE RD	SAN BERNARDINO COUNTY LINE	7.11	San Gabriel Valley	Claremont, Pomona
VENTURA-CALABASAS	VENTURA COUNTY LINE	N CAHUENGA BLVD	30.73	Central Los Angeles, Las Virgenes/Malibu, San Fernando Valley	Agoura Hills, Calabasas, Los Angeles, Unincorporated, Westlake Village
VERMONT	LOS FELIZ BLVD	W ANAHEIM ST	22.82	Central Los Angeles, South Bay Cities	Los Angeles, Unincorporated
WALNUT CREEK	SAN GABRIEL RIVER	FAIRPLEX DR	14.47	San Gabriel Valley	Baldwin Park, Covina, San Dimas, West Covina
WASHINGTON BLVD	WOODBURY RD	WOODLYN RD	5.23	Arroyo Verdugo	Pasadena, Unincorporated
WESTERN AVE	IMPERIAL HWY	W ANAHEIM ST	9.93	South Bay Cities	Gardena, Los Angeles, Torrance, Unincorporated
WHITTIER BLVD	CENTRAL AVE	WASHINGTON BLVD	12.86	Central Los Angeles, Gateway Cities	Los Angeles, Montebello, Pico Rivera, Unincorporated, Whittier
WHITTIER-UPRR-SPRR	SAN GABRIEL RIVER	ORANGE COUNTY LINE	7.80	Gateway Cities	Pico Rivera, Unincorporated, Whittier
WILSHIRE-SAN VICENTE	OCEAN AVE	CENTRAL AVE	20.14	Central Los Angeles, Westside Cities	Beverly Hills, Los Angeles, Santa Monica, Unincorporated
WOODRUFF AVE	FIRESTONE BLVD	E WILLOW ST	8.90	Gateway Cities	Bellflower, Downey, Lakewood, Long Beach

Metro Active Transportation 2% Program -- San Gabriel Valley Corridors & Projects					
Corridor / Project	From	To	Total Miles	Subregion	Jurisdiction
Alhambra Wash	SPRR San Gabriel	Rio Hondo	4.63	San Gabriel Valley	Rosemead, San Gabriel, Unincorporated
Allen Avenue	E. Altadena Drive	Orlando Road	3.99	Arroyo Verdugo, San Gabriel Valley	Los Angeles, Pasadena, San Marino, Unincorporated
Altadena-Long Beach	Loma Alta Dr.	LA River	32.12	Arroyo Verdugo, Central Los Angeles, Gateway Cities, San Gabriel Valley	Alhambra, Bell Gardens, Commerce, Lakewood, Long Beach, Montebello, Monterey Park, Paramount, Pasadena, San Marino, Signal Hill, South Gate, South Pasadena, Unincorporated
Arrow-Bonita	Live Oak Ave.	San Antonio Wash	17.16	San Gabriel Valley	Azusa, Claremont, Covina, Irwindale, La Verne, Pomona, San Dimas, Unincorporated
Arroyo Seco	San Pascual Ave.	Ave. 19	4.85	Arroyo Verdugo, Central Los Angeles, San Gabriel Valley*	Los Angeles, South Pasadena
Arroyo-Verdugo	Van Nuys Blvd.	York Blvd.	23.81	Arroyo Verdugo, Central Los Angeles, San Fernando Valley, San Gabriel Valley*	Glendale, La Canada Flintridge, Los Angeles, Pasadena, South Pasadena
Azusa Ave.	San Gabriel River	Colima Road	12.3	San Gabriel Valley	Azusa, Covina, Industry, Unincorporated, West Covina
Badillo-Ramona	Mission-Valley SPRR	W. Bonita Ave.	13.35	San Gabriel Valley	Baldwin Park, Covina, El Monte, San Dimas, Unincorporated, West Covina
Big Dalton Wash	Big Dalton Debris Dam	Walnut Creek	10.84	San Gabriel Valley	Azusa, Baldwin Park, Covina, Glendora, Irwindale, Unincorporated, West Covina
Chavez-Sunset-Riggin	N. Fairfax Ave.	Alhambra Wash	18.37	Central Los Angeles, Gateway Cities, San Gabriel Valley	Los Angeles, Monterey Park, Rosemead, Unincorporated
Colima Road	Telegraph Road	Orange County Line	15.09	Gateway Cities, San Gabriel Valley	Diamond Bar, Industry, Unincorporated, Whittier
Colorado-Foothill	LA River	San Antonio Wash	34.58	Arroyo Verdugo, Central Los Angeles, San Gabriel Valley	Arcadia, Azusa, Claremont, Duarte, Glendale, Irwindale, La Verne, Los Angeles, Monrovia, Pasadena, Pomona, San Dimas, Unincorporated
Duarte-El Monte	W. Huntington Dr.	Rio Hondo	3.35	San Gabriel Valley	Arcadia, El Monte, Temple City
Eaton Wash	New York Dr.	Rio Hondo	8.28	Arroyo Verdugo, San Gabriel Valley	El Monte, Pasadena, Temple City, Unincorporated
Fairplex-Ridgeway	Bonita Ave.	San Jose Wash	3.78	San Gabriel Valley	La Verne, Pomona
Foothill-Sunland-Vineland	Ventura Blvd.	Verdugo Wash	18.39	Arroyo Verdugo, San Fernando Valley, San Gabriel Valley*	Glendale, La Canada Flintridge, Los Angeles, Unincorporated
Fremont-Pasadena	E. Union Street	Whittier Blvd.	9.28	Arroyo Verdugo, Central Los Angeles, San Gabriel Valley	Alhambra, Monterey Park, Pasadena, South Pasadena, Unincorporated
Garvey-Ramona	Whittier Blvd.	SP RR	12.04	Central Los Angeles, San Gabriel Valley	Alhambra, El Monte, Monterey Park, Rosemead, South El Monte, Unincorporated
Glendora-Grand	Little Dalton Wash	SP RR	8.8	San Gabriel Valley	Covina, Glendora, Industry, Unincorporated, Walnut, West Covina
Huntington-Main	E. Huntington Dr.	E. Imperial Hwy.	23.42	Arroyo Verdugo, Central Los Angeles, San Gabriel Valley	Arcadia, Los Angeles, San Marino, South Pasadena
Lakewood-Rosemead	E. Orange Grove Blvd.	PCH	27.08	Arroyo Verdugo, Gateway Cities, Long Beach Municipal Airport, San Gabriel Valley	Bellflower, Downey, Lakewood, Long Beach, Pasadena, Pico Rivera, Rosemead, South El Monte, Temple City, Unincorporated
Little Dalton Wash	Little Dalton Wash	E. Alosta Ave.	4.07	San Gabriel Valley	Azusa, Glendora
Los Angeles-Lower Azusa	Rosemead Blvd.	Big Dalton Wash	7.6	San Gabriel Valley	Baldwin Park, El Monte, Irwindale, Rosemead, Temple City, Unincorporated
Main St.	Huntington Dr. N.	Arrow Hwy.	12.3	Central Los Angeles, San Gabriel Valley	Alhambra, Arcadia, Irwindale, Los Angeles, San Gabriel, Temple City, Unincorporated
Mission-SPRR-UPRR	San Gabriel River	San Antonio Wash	20.21	San Gabriel Valley	Industry, Pomona, Unincorporated
Mission-Valley	E. Cesar E. Chavez Ave.	La Puente Creek	16.8	Central Los Angeles, San Gabriel Valley	Alhambra, El Monte, Industry, Los Angeles, Rosemead, San Gabriel, Unincorporated
Pasadena-York	Oak Grove	Eagle Rock Blvd.	11.7	Arroyo Verdugo, Central Los Angeles, San Gabriel Valley*	La Canada Flintridge, Los Angeles, Pasadena, South Pasadena, Unincorporated
Peck Road	Huntington Dr.	Whittier Blvd.	11.73	Gateway Cities, San Gabriel Valley	Arcadia, El Monte, Industry, Irwindale, Monrovia, South El Monte, Unincorporated
Rio Hondo	Peck Rd.	LA River	18.65	Gateway Cities, San Gabriel Valley	Arcadia, Bell Gardens, El Monte, Montebello, Pico Rivera, Rosemead, South El Monte, South Gate, Unincorporated

San Gabriel River	Old San Gabriel Cyn.	Coyote Creek	33.93	Gateway Cities, San Gabriel Valley	Azusa, Baldwin Park, Cerritos, Downey, Industry, Irwindale, Lakewood, Long Beach, Pico Rivera, Unincorporated
San Gabriel-Seirra Madre	Eaton Wash	Valley Blvd.	6.71	Arroyo Verdugo, San Gabriel Valley	Pasadena, Rosemead, San Gabriel, San Marino, Unincorporated
San Jose-Thompson-La Puente	Puente Creek	San Antonio Dam	26.46	San Gabriel Valley	Claremont, Industry, La Puente, Pomona, Unincorporated, Walnut
SPRR-San Gabriel	Fremont Ave.	Eaton Wash	5.32	San Gabriel Valley	Alhambra, San Gabriel, Temple City, Unincorporated
Sunset Avenue	Foothill Blvd.	Puente Creek	8.44	San Gabriel Valley	Azusa, Industry, Irwindale, Unincorporated, West Covina
Telegraph Road	Garfield Avenue	Imperial Hwy.	8.99	Gateway Cities, San Gabriel Valley	Montebello, Pico Rivera, Santa Fe Springs, Unincorporated
Towne Ave.	Base Line Road	San Bernardino County Line	7.11	San Gabriel Valley	Claremont, Pomona
Walnut Creek	San Gabriel River	Fairplex Dr.	14.47	San Gabriel Valley	Baldwin Park, Covina, San Dimas, West Covina
Washington Blvd.	Woodbury Road	Woodlyn Road	5.23	Arroyo Verdugo, San Gabriel Valley*	Pasadena, Unincorporated
Whittier Blvd.	Central Ave.	Washington Blvd.	12.86	Central Los Angeles, Gateway Cities, San Gabriel Valley	Los Angeles, Montebello, Pico Rivera, Unincorporated, Whittier

Metro Active Transportation Strategic Plan		
First/Last Mile Priority Network		
San Gabriel Valley Projects		
Corridor Name	Jurisdiction	Route Type
Altantic / Cesar E. Chavez	Monterey Park	Bus
Azusa / Alameda	Azusa	LRT
Azusa / Citrus	Glendora	LRT
Baldwin Park	Baldwin Park	Rail
Claremont	Claremont	Rail
Collegian / Cesar E. Chavez	Monterey Park	Bus
Commerce / Montebello	Montebello	Rail
Covina	Covina	Rail
Duarte / Highland	Duarte	LRT
El Monte	El Monte	Rail
El Monte Busway	El Monte	Bus (BRT)
Industry	Indsutry	Rail
Myrtle / Duarte	Monrovia	LRT
Pomona - Downtown	Pomona	Rail
Pomona - North	Pomona	Rail
Santa Clara / 1st	Arcadia	LRT
South Pasadena*	South Pasadena	LRT



Overview

1. Background & Context

- Funding
- Policy Pillars
- Metro Vision & Goal
- Opportunities

2. Program Overview

- Administrative Procedures
- Program Overview
- Funding Categories
- Cycle 1 Vision & Approach

3. Discussion Points & Next Steps



Active Transportation Funding

Measure M established a 2% Active Transportation Fund

\$857M

Metro Active Transport (MAT) Program

- Multi-year, competitive program
- Guided by PAC
- Regular cashflow (\$75M thru FY25)

\$365M

LA River Path

- Guaranteed funding
- Major expenditures in FY22-FY27

\$1.16B

Unallocated Balance

- Metro discretion
- Expenditure priorities and process TBD

= \$2.4B

Board has established prioritization and investment framework

Active Transportation Strategic Plan

- Framework for strategic investments in infrastructure and programs
- Two core components:
 1. FLM Priority Network
 2. Regional Active Transportation Corridors

FLM Board Directive (Motion 14.1)

- Deliver FLM as part of future Transit Corridors
- Defines priority network
- Directs and prioritizes funding

Equity Platform

- Acknowledges regional inequities
- Targets greatest need areas
- Focus and deliver



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Metro's Guiding Goals & Policies

Vision 2028

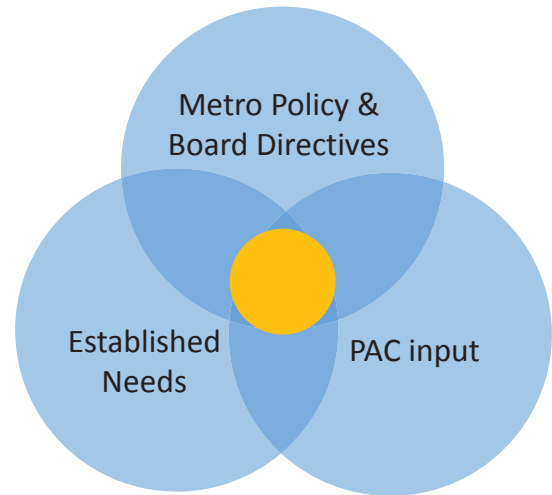
- GOAL 1** Provide high-quality mobility options that enable people to spend less time traveling
- GOAL 2** Deliver outstanding trip experiences for all users of the transportation system
- GOAL 3** Enhance communities and lives through mobility and access to opportunity
- GOAL 4** Transform LA County through regional collaboration and national leadership
- GOAL 5** Provide responsive, accountable, and trustworthy governance within the Metro organization



The Opportunity

How do we best align available resources with policy priorities?

- Focus on areas of need
- Execute Board-adopted policy
- Reinforce Metro strategic priorities
- Respond to PAC input
- Provide leadership to jump-start action
- Forge strategic partnerships to catalyze implementation



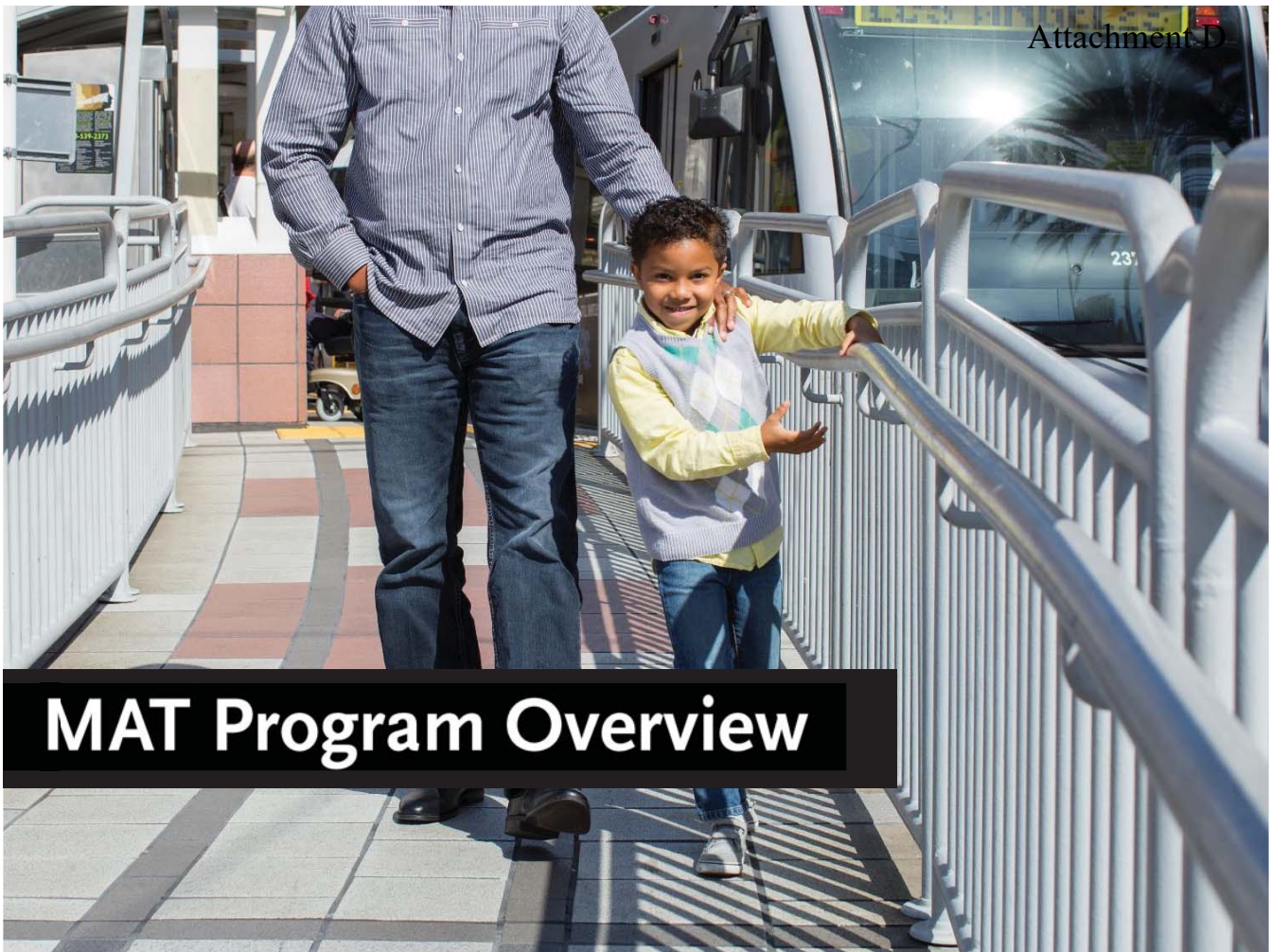
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Capture the Hearts and Minds



Maximize customer touchpoints
Tackle needs in short- and long-term





MAT Program Overview

Admin Procedures create structure:

- Eligible Activities
 1. FLM Priority Network
 2. Regional Active Transportation Corridors
- Eligible Phases: ALL (Planning* through Construction)
 - *Planning limited to 0.5% of total costs
- General Cycle Timing
- Program Administration/Steps



Program Cycles

- **Length:** 2-5 years with cashflow commitment
- **Focus:** Tailored to priorities of time period to maximize value
- **Other Elements:**
 - Solicitation requirements/process
 - Schedule
 - Public participation
 - Performance metrics/evaluation



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Cycle 1 Strategy

STRUCTURE

- 3-5 years
- \$45-\$75m (\$15m/year)
- Focus on
 1. FLM Priority Networks
 2. Regional Active Transportation Corridors

GOALS

- Target critical needs
- Show results
- Work with the willing
- Promote partnerships/Establish commitments
 - Streamline implementation
 - Own and maintain improvements
- Inform future work



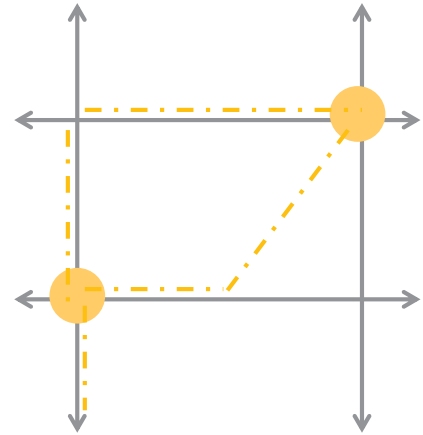
First/Last Mile Priority Network

OBJECTIVES:

- Address existing stations and stops identified by Board Motion
- Deploy rapidly in a concentrated radius (1-2 blocks)
- Fund design through implementation
- Test FLM Toolkit
- Pilot streamlined approval process

BENEFITS

- Highly visible
- Target high need areas
- Lower cost (more locations)



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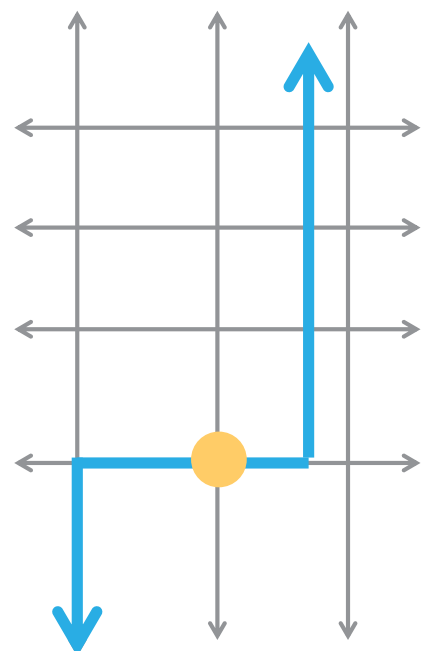
Regional Active Transportation Corridors

OBJECTIVES:

- Move ATSP vision into action
- Create multi-jurisdiction corridors
- Establish lasting partnerships
- Build upon recent experience
- Create pipeline for strategic investment

BENEFITS

- Supports regional network
- Targets high need areas
- Moves complex projects forward
- Creates partnership across region



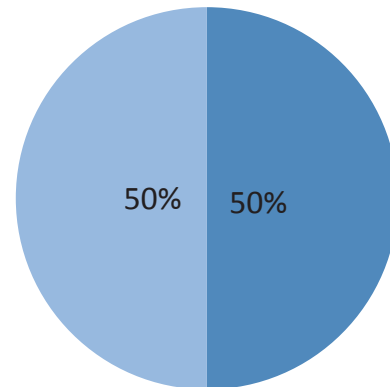
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FLM Priority Network

- Up to 10 projects
- \$2-5m each
- Inception thru construction

Regional AT Corridors

- Up to 5 projects
- \$7-8m each
- Inception thru construction (early action improvements)



- FLM Network
- Regional AT Corridors



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Proposed Selection Process

1

Inventory Range of Eligible Projects:

- FLM Priority Network (273 stations/stops) Improvements
- Regional AT Corridors in ATSP (120 corridors)

2

Establish Prioritization Criteria for Projects

- Equity
 - Safety
 - Mobility & Connectivity
- *Subject to PAC Input*

3

Solicit Interest, Evaluate Submissions & Award Cycle 1

- 3-5 Years
- \$45-75m
- Thru Design and Construction



Prioritization Criteria - Categories and Sources

Category	Data Inputs	Applicability	
		FLM	Corridors
Equity	Disadvantaged Communities (DAC) - CalEnviroScreen	x	x
	California Healthy Places Index	x	x
	SCAG's Communities of Concern	x	x
Safety	TIMS/ SWITRS	x	x
	SCAG's High Injury Network		x
	City of LA's 's High Injury Network		x
Mobility & Connectivity	Metro & Municipal Transit Agencies' Daily Boardings	x	
	First/Last Mile Connectivity to Major Transit Stops		x
	SCAG's Regional Bikeway Network		x
	Measure M Transit/Rail Project Alignments		x



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Solicitation Process Details

- Letter of interest requested from highly ranked project locations
- Factors to consider beyond interest:
 - Local support/buy-in
 - Coalition/partnership
 - Process commitments
 - Leverage
- Other steps required for:
 - Award
 - Funding agreement



Program Development – Other Considerations

- Metro role in projects
- Scope/budget development and refinement
- Program evaluation/metrics
- Jurisdiction limits
- Other PAC input, input from jurisdictions
- Detailed schedule (handout)



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Discussion Topics

- Overall program concept
- Administrative procedures
- Project size and number
- Solicitation process
- Project ranking categories (relative emphasis)
 - Safety
 - Equity
 - Mobility & Connectivity
- Other?



Next Steps

- Review, comment on Admin Procedures
- Develop detailed Cycle 1 package – June PAC meeting
- Board action on (release Cycle 1) – Summer 2019
- Detailed schedule (handout)

Measure M Metro Active Transport (MAT) Program Cycle One Screening and Prioritization Methodology

Background

Project selection builds on the framework of Metro's First/Last Mile Strategic Plan (2014) and Active Transportation Strategic Plan (ATSP, 2016). The ATSP includes a roughly 2,000-mile regional network of active transportation facilities (all classes of bikeways) and 661 existing and under construction transit station locations.

Note that equity is a key factor in prioritizing potential projects and a number of metrics are used within this methodology. Metro is currently developing Equity Focused Communities as a metric to guide future programming. The intent is to utilize existing standard metrics for this first cycle of the MAT program and transition to Equity Focused Communities for future cycles.

Screening Process

Regional Active Transportation Corridor

The screening involved identifying projects greater than three miles and traversing multiple jurisdictions (i.e., more than one). The ATSP corridor list initially included 180 corridors. Once corridors less than three miles were eliminated, 160 corridors remained. Once corridors only traversing one jurisdiction were eliminated, 120 corridors remained. The median distance of a corridor on the resulting list is 11 miles.

First/Last Mile Priority Network

The First/Last Mile Priority Network defined in this program stems from Metro Board Motion 14.1 (May 2016). The motion directed first/last mile planning activities for the existing transit network, including Metro Rail, Busway, and Metrolink stations, as well as the top 100 performing bus stops in the county. These categories collectively yield 273 station areas which form the universe of eligible project locations for cycle one of the MAT program. Consistent with ATSP methodology, a station area is defined by a ½ mile buffer around the closest major intersection to the actual station or stop and is inclusive of adjacent (e.g. bus-to-rail transfer) stops.

Prioritization Process

Regional Active Transportation Corridor

A prioritization methodology was then applied to the list of 120 corridors. The prioritization methodology took into consideration the following specific factors:

1. Equity

- [Disadvantaged Community \(DAC\) Scores](#)

Data Calculation: To calculate the Disadvantaged Community (DAC) score for each ATSP corridor, we first created a three-mile buffer around each corridor and identified the census tracts that were within or that intersected the buffer. We then multiplied the DAC score for each identified census tract by its population and summed the resulting scores. These scores were then divided by the sum of the total population of all the identified census tracts.

- [Healthy Places Index \(HPI\) Scores](#)

Data Calculation: To calculate the HPI score for each ATSP corridor, we first created a three-mile buffer around each corridor and identified the census tracts that are within or that intersect the buffer. We then multiplied the HPI score for each identified census tract by its population and summed the resulting scores. These scores were then divided by the sum of the total population of all the identified census tracts. To facilitate an easier sorting process, the resulting scores were multiple by negative one.

- [Communities of Concern \(CoC\) Scores](#)

Data Calculation: To calculate the CoC score for each ATSP corridor, we first created a three-mile buffer around each corridor and identified the census tracts that were within or that intersected the buffer. We then multiplied the CoC score for each identified census tract by its population and summed the resulting scores. These scores were then divided by the sum of the total population of all the identified census tracts.

2. Safety

- [Safety Data Scores \(rates of bike/pedestrian collisions\)](#)

Data Calculation: To calculate the safety score for each ATSP corridor, we first created a three-mile buffer around each corridor and identified the census tracts that were within or that intersected the buffer. We then summed: (1) the total number of pedestrian- and bicyclist-related collisions (in which a pedestrian or bicyclist was either injured or killed) and (2) the total population for all the identified census tracts. Finally, we divided the total active transportation-related collisions by the total population.

- Intersection with SCAG's Los Angeles County High Injury Network (HIN) or the City of Los Angeles' HIN

Data Calculation: The High Injury Network (HIN) was mapped with the ATSP corridors. If the HIN intersected with a corridor in any way, the corridor was noted as having HIN interaction.

3. Mobility/Connectivity

- Intersection with Metro's First/Last Mile (FLM) 273 Prioritized Stations/Stops

Data Calculation: The 273 transit stop dataset was mapped with the ATSP corridors. A half-mile buffer was drawn around each corridor and the transit stop data was overlaid on top of the buffer to identify any intersections between the two datasets.



- Intersection with SCAG's Regional Bikeway Network (RBN)
Data Calculation: The RBN was mapped with the ATSP corridors. If the RBN intersected with a corridor in any way, the corridor was noted as having RBN interaction.
- Intersection with Measure M Planned Rail/Transit Project Alignments
Data Calculation: Measure M planned rail/transit project alignments were mapped with the ATSP corridors. If the Measure M project alignments intersected with a corridor in any way, the corridor was noted as having a Measure M interaction.

Staff divided the distribution of DAC, CoC, HPI, and Safety composite scores into quintiles with associated ranges/bins. Quintile scores of one to five (1-5) were assigned for a range of scores. Intersection scores (Yes=1, No=0) were assigned for HIN, FLM Connectivity, RBN, and Measure M Planned Rail/Transit scores. Staff then tabulated aggregate scores for all corridors (24 points possible) as detailed in the following table.

Prioritization Criteria	Total Possible
EQUITY	
Disadvantage Communities (DAC)	5.00
Healthy Places Index (HPI)	5.00
Communities of Concern (CoC)	5.00
SAFETY	
Safety (Bike/Ped Crash Rates)	5.00
Safety (HIN Intersection)	1.00
MOBILITY/CONNECTIVITY	
FLM Connectivity	1.00
RBN	1.00
Measure M Projects	1.00
	24.00

First/Last Mile Priority Network

As first/last mile plans typically address the area within a half-mile of a station, station areas were examined using half-mile buffers around the closest major intersection to the station. Using intersections also allows the process to group adjacent stations and stops, consistent with the data and analysis approach for the ATSP. The prioritization methodology took into consideration the following specific factors:

1. Equity
 - [Disadvantage Communities \(DAC\) Scores](#)
Data Calculation: The CalEnviroscreen scores of all census tracts within and intersecting the half-mile buffer were multiplied by their populations, the resulting score summed, and ultimately divided by the total population of those tracts.

- [Healthy Places Index \(HPI\) Scores](#)

Data Calculation: The HPI scores of all census tracts within and intersecting the half-mile buffer were multiplied by their populations, the resulting score summed, and ultimately divided by the total population of those tracts.

- [Communities of Concern \(CoC\) Scores](#)

Data Calculation: The CoC scores of all census tracts within and intersecting the half-mile buffer were multiplied by their populations, the resulting score summed, and ultimately divided by the total population of those tracts.

2. Safety

- [Transportation Injury Mapping System/Statewide Integrated Traffic Records System](#)

Data Calculation: Collisions involving bicyclists and pedestrians within the last five years of available data were summed within the half-mile buffer of each of the station intersections.

3. Mobility/Connectivity

- [ATSP Strategic Plan 2016](#)

Data Calculation: Following the existing ATSP methodology, ridership data is a sum of all average daily latest available MTA ridership (2018 Metro data and 2016 municipal operator data) collapsed at an intersection that captures all stops and stations within a 300-foot radius of the intersection.

Stations are sorted into quintiles by their rank in each data source, and allotted points based on the resulting quintile. Stations with the most points rank the highest.

Prioritization Criteria	Total Possible
EQUITY	
Disadvantage Communities (DAC)	10
Healthy Places Index (HPI)	10
Communities of Concern (CoC)	10
SAFETY	
Safety (Bike/Ped Collision)	30
MOBILITY/CONNECTIVITY	
Ridership	15

REPORT

DATE: April 25, 2019

TO: SGVCOG Planning Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **SB 751 (RUBIO)**

RECOMMENDED ACTION

For information only.

BACKGROUND

Last year, nineteen cities in the San Gabriel Valley (SGV) created plans to address homelessness. Several plans included potential development of interim, supportive, and affordable housing in their plans. In November 2018, seventeen SGV cities responded to the 2018 City Implementation RFP, submitting proposals to fund strategies in their homeless plans. Nine of these plans focused on strategies that will lead to increased interim, supportive or affordable housing. One eligible activity under the RFP was the development of a Regional Housing Trust Fund. Several cities have indicated interest in exploring a Regional Housing Trust Fund and some of the cities' proposals included requests for funding to help start a Regional Housing Trust Fund.

Under existing law, the Joint Exercise of Powers Act authorizes two or more public agencies, by agreement, to form a joint powers authority to exercise any power common to the contracting parties, as specified. In 2018, AB 448 (Daly) was signed into law to authorize the creation of the Orange County Housing Finance Trust, a joint powers authority, for the purposes of funding housing specifically assisting the homeless population and persons and families of extremely low, very low, and low income within the County of Orange.

SB 751 (Rubio) would similarly authorize the creation of the San Gabriel Valley Regional Housing Trust, a joint powers authority, by any or all of the cities within the jurisdiction of the San Gabriel Valley Council of Governments, with the stated purpose of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within the San Gabriel Valley. This bill would authorize the San Gabriel Valley Regional Housing Trust to fund the planning and construction of housing, receive public and private financing and funds, and authorize and issue bonds. The bill would require that the joint powers agreement establishing the San Gabriel Valley Regional Housing Trust incorporate specified annual financial reporting and auditing requirements.

On March 21, 2019, the SGVCOG Governing Board adopted legislative priorities to support the establishment of a regional housing trust fund.

FISCAL IMPACT

Cities would not be required to contribute to the Trust Fund, participation in the Trust Fund is voluntary.

SUPPORT AND OPPOSITION


Those who support SB 751 believe this bill addresses the homeless crisis in the San Gabriel Valley, help provide housing for those who would otherwise fall into homelessness, and assist the region in preserving and developing needed affordable housing stock. The following is a list of those who support this bill:

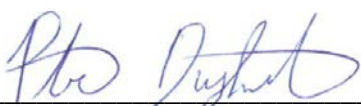
- United Way of Greater Los Angeles
- Corporation for Supportive Housing

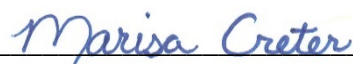
There is currently no opposition to this bill.

NEXT STEPS

In January 2019, the Planning TAC received a presentation about Regional Housing Trust Funds. SGVCOG staff noted at that meeting that the Planning TAC would receive updates about developments in setting up a Regional Housing Trust Fund in the San Gabriel Valley. Additionally, throughout this process, SGVCOG staff plans to solicit the feedback and input of Planning TAC members pertaining to the establishment of this trust fund.

Prepared by: 
Jan Cicco
Regional Homelessness Coordinator

Prepared by: 
Peter Duyshart
Project Assistant

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – SB 751 Fact Sheet -- Page 113
Attachment B – SB 751 Bill Text -- Page 114
Attachment C – Resolution 19-15 -- Page 117



Senator Susan Rubio

REPRESENTING SENATE DISTRICT 22



SB 751 (Rubio) San Gabriel Valley Regional Housing Trust

Bill Summary

SB 751 will address the growing homelessness crisis in the San Gabriel Valley by establishing a San Gabriel Valley Regional Housing Trust to receive available public and private funds to finance affordable housing projects for homeless and low-income populations.

Existing Law

Existing law authorizes the creation of the Orange County Housing Finance Trust, a joint powers authority, for the purposes of funding housing specifically assisting the homeless population and persons and families of extremely low, very low, and low income within the County of Orange.

Background

California has an affordable housing crisis, which is especially acute in the San Gabriel Valley due to the high cost of housing in that area, even in formerly affordable communities.

Unlike other regions within the County of Los Angeles, the number of homeless people in the San Gabriel Valley has continued to increase. The Los Angeles Homeless Service Authority's 2018 point-in-time count for the San Gabriel Valley found that the number of unsheltered persons grew to 2,790 people—a 19% increase from the 2017 point-in-time count. This is in addition to a 29% increase in the number of unsheltered persons in the San Gabriel Valley between 2016 and 2017. In contrast, the Los Angeles Homeless Service Authority found that homelessness decreased across the entire county by 3% in 2018.

Permanent supportive housing and other services provided to those within that form of housing is a nationally recognized model for ending chronic

homelessness, and can assist the San Gabriel Valley in its response to the homelessness crisis.

Details of the Bill

SB 751 will address the growing homelessness crisis in the San Gabriel Valley by authorizing the cities within the jurisdiction of the San Gabriel Valley Council of Governments to enter into a joint powers agreement to create and operate the San Gabriel Valley Regional Housing Trust.

The bill would authorize this regional housing trust to fund the planning and construction of housing for the homeless population and persons and families of extremely low, very low, and low income, including permanent supportive housing. The bill would authorize the regional housing trust to receive public and private financing and funds for this purpose.

The bill would ensure that this funding is used responsibly to address the homelessness crisis by requiring the regional housing trust to incorporate annual financial reporting and auditing requirements that show how the funds further the purpose of the regional housing trust.

Support

San Gabriel Valley Council of Governments (*Sponsor*)

For More Information

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SB-751 Joint powers authorities: San Gabriel Valley Regional Housing Trust. (2019-2020)

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Date Published: 03/27/2019 09:00 PM

AMENDED IN SENATE MARCH 27, 2019

CALIFORNIA LEGISLATURE— 2019–2020 REGULAR SESSION

SENATE BILL

No. 751
Introduced by Senator Rubio
February 22, 2019

An act to ~~amend Section 50408 of the Health and Safety Code, relating to housing.~~ *add Section 6539.6 to the Government Code, relating to joint powers.*

LEGISLATIVE COUNSEL'S DIGEST

SB 751, as amended, Rubio. ~~Department of Housing and Community Development: annual report.~~ *Joint powers authorities: San Gabriel Valley Regional Housing Trust.*

The Joint Exercise of Powers Act authorizes 2 or more public agencies, by agreement, to form a joint powers authority to exercise any power common to the contracting parties, as specified. Existing law authorizes the agreement to set forth the manner by which the joint powers authority will be governed. That act specifically authorizes the creation of the Orange County Housing Finance Trust, a joint powers authority, for the purposes of funding housing specifically assisting the homeless population and persons and families of extremely low, very low, and low income within the County of Orange, as specified.

This bill would similarly authorize the creation of the San Gabriel Valley Regional Housing Trust, a joint powers authority, by any or all of the cities within the jurisdiction of the San Gabriel Valley Council of Governments, with the stated purpose of funding housing to assist the homeless population and persons and families of extremely low, very low, and low income within the San Gabriel Valley. The bill would authorize the San Gabriel Valley Regional Housing Trust to fund the planning and construction of housing, receive public and private financing and funds, and authorize and issue bonds. The bill would require that the joint powers agreement establishing the San Gabriel Valley Regional Housing Trust incorporate specified annual financial reporting and auditing requirements.

This bill would make legislative findings and declarations as to the necessity of a special statute for the San Gabriel Valley region.

~~Existing law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency. The department is responsible for administering various housing and home loan~~

~~programs throughout the state. Existing law requires the department, on or before December 31 of each year, to submit an annual report containing specified information to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department.~~

~~This bill would make a nonsubstantive change to that provision.~~

Vote: majority Appropriation: no Fiscal Committee: no Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. *The Legislature finds and declares the following:*

(a) California has an affordable housing crisis, which is especially acute in the San Gabriel Valley due to the high cost of housing in that area, even in formerly affordable communities.

(b) The establishment of the San Gabriel Valley Regional Housing Trust to receive available public and private funds could help finance affordable housing projects for homeless and low-income populations.

SEC. 2. *Section 6539.6 is added to the Government Code, to read:*

6539.6. *(a) (1) Notwithstanding any other law, any or all of the cities within the jurisdiction of the San Gabriel Valley Council of Governments may enter into a joint powers agreement pursuant to this chapter to create and operate a joint powers agency to fund housing to assist the homeless population and persons and families of extremely low, very low, and low income, as defined in Section 50093 of the Health and Safety Code, within the San Gabriel Valley region.*

(2) The joint powers agency created pursuant to this section shall be known as the San Gabriel Valley Regional Housing Trust, and shall be created and operate in accordance with this section.

(b) The San Gabriel Valley Regional Housing Trust shall be governed by a board of directors consisting of elected officials representing the representative cities that are party to the joint powers agreement.

(c) Notwithstanding any other law, the San Gabriel Valley Regional Housing Trust may do any of the following:

(1) Fund the planning and construction of housing of all types and tenures for the homeless population and persons and families of extremely low, very low, and low income, as defined in Section 50093 of the Health and Safety Code, including, but not limited to, permanent supportive housing.

(2) Receive public and private financing and funds.

(3) Authorize and issue bonds, certificates of participation, or any other debt instrument repayable from funds and financing received pursuant to paragraph (2) and pledged by the San Gabriel Valley Regional Housing Trust.

(d) The San Gabriel Valley Regional Housing Trust shall incorporate into its joint powers agreement annual financial reporting and auditing requirements that shall maximize transparency and public information as to the receipt and use of funds by the agency. The annual financial report shall show how the funds have furthered the purposes of the San Gabriel Valley Regional Housing Trust.

(e) The San Gabriel Valley Regional Housing Trust shall comply with the regulatory guidelines of each specific state funding source received.

SEC. 3. *The Legislature finds and declares that a special statute is necessary and that a general statute cannot be made applicable within the meaning of Section 16 of Article IV of the California Constitution because of the unique circumstances, described in Section 1 of this act, in the San Gabriel Valley region.*

~~**SECTION 1.** Section 50408 of the Health and Safety Code is amended to read:~~

~~50408. (a) On or before December 31 of each year, the department shall submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department, including, but not limited to, the Emergency Housing and Assistance Program and Community Development Block Grant activity.~~

~~(b) The report shall include all of the following information:~~

~~(1)The number of units assisted by those programs.~~

~~(2)The number of individuals and households served and their income levels.~~

~~(3)The distribution of units among various areas of the state.~~

~~(4)The amount of other public and private funds leveraged by the assistance provided by those programs.~~

~~(5)Information detailing the assistance provided to various groups of persons by programs that are targeted to assist those groups.~~

~~(6)The information required to be reported pursuant to Section 17031.8.~~

~~(7)(A)An evaluation, in collaboration with the Department of Veterans Affairs, of any program established by the department pursuant to Article 3.2 (commencing with Section 987.001) of Chapter 6 of Division 4 of the Military and Veterans Code, including information relating to the effectiveness of assisted projects in helping veterans occupying any supportive housing or transitional housing development that was issued funds pursuant to that article.~~

~~(B)The evaluation shall include, but is not limited to, the following information:~~

~~(i)Performance outcome data including, but not limited to, housing stability, housing exit information, and tenant satisfaction, which may be measured by a survey, and changes in income, benefits, and education.~~

~~(I)For purposes of this paragraph, the term "housing stability" includes, but is not limited to, how many tenants exit transitional housing to permanent housing or maintain permanent housing, and the length of time those tenants spent in assisted units.~~

~~(II)For purposes of this paragraph, the term "housing exit information" includes, but is not limited to, the following:~~

~~(ia)How many tenants left assisted units.~~

~~(ib)The length of tenancy in assisted units.~~

~~(ic)The reason those tenants left assisted units, when that information is readily obtainable.~~

~~(id)The housing status of a tenant exiting an assisted unit upon exit when that information is readily available.~~

~~(ii)Client data, which may include, but is not limited to, demographic characteristics of the veteran and their family, educational and employment status of the veteran, and veteran-specific information including, but not limited to, disability ratings, type of discharge, branch, era of service, and veterans affairs health care eligibility.~~

~~(8)An evaluation of any program established by the department to meet the legal requirements of the Federal Housing Trust Fund program guidelines.~~

RESOLUTION 19-15
A RESOLUTION OF THE GOVERNING BOARD OF THE SAN
GABRIEL
VALLEY COUNCIL OF GOVERNMENTS (“SGVCOG”)
SUPPORTING SB 751 (RUBIO)

WHEREAS, the SGVCOG Governing Board adopted Resolution 19-12 identifying legislative priorities related to homelessness for 2019; and

WHEREAS, California has an affordable housing crisis, this crisis is acute in the San Gabriel Valley due to the high cost of housing; and

WHEREAS, the number of unshelter homeless persons in the San Gabriel Valley increased by 29% and 19% in 2017 and 2018 respectively; and

WHEREAS, SB 751 (Rubio) would address the growing homeless crisis in the San Gabriel Valley by authorizing the cities within the jurisdiction of the San Gabriel Valley Council of Governments to enter into a joint powers agreement to create and operate the San Gabriel Valley Regional Housing Trust; and

WHEREAS, SB 751 (Rubio) would authorize the regional housing trust to fund the planning and construction of housing for the homeless population and persons and families of extremely low, very low and low income; and

WHEREAS, SB 751 (Rubio) would authorize the regional housing trust to receive public and private financing and funds for this purpose.

NOW, THEREFORE BE IT RESOLVED, that the governing board of the SGVCOG supports SB 751 (Rubio).

PASSED, APPROVED, and ADOPTED this 18TH day of APRIL, 2019.

SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS

Cynthia Sternquist, President