



® **Housing, Land Use and Transportation Policy Committee Meeting**
CSAC Legislative Conference
Thursday, April 21, 2022 — 9:00am – 10:30am
In-person: SAFE Credit Union Convention Center
Meeting Room: Ballroom B08/10
Sacramento County, California

Supervisor Jennifer Kreitz, Mono County, Chair
Supervisor Bonnie Gore, Placer County, Vice Chair
Supervisor Nora Vargas, San Diego County, Vice Chair

- 9:00 am** **I.** **Welcome and Introductions**
Supervisor Jennifer Kreitz, Mono County, Chair
Supervisor Bonnie Gore, Placer County, Vice Chair
Supervisor Nora Vargas, San Diego County, Vice Chair
- 9:05 am** **II.** **The County Role in Housing: Balancing Growth, Fair Housing, and California’s Environmental Goals**
Samuel Assefa, Director, Governor’s Office of Planning and Research
Tyrone Buckley, Assistant Deputy Director for Fair Housing, California Department of Housing and Community Development
Attachment One: California Statewide Housing Plan Overview
- 9:45 am** **III.** **Next Steps for Autonomous Vehicles: California’s Strategic Framework**
Lori Pepper, Deputy Secretary for Innovative Mobility Solutions, California State Transportation Agency
- 10:05 am** **IV.** **California Mortgage Relief Program Overview**
Nicole Evans, Director of Outreach and Engagement, California Housing Finance Agency Homeowner Relief Corporation
Attachment Two: California Mortgage Relief Program Information
- 10:15 am** **V.** **Legislative and Budget Update**
Chris Lee, Legislative Representative, CSAC
Marina Espinoza, Senior Legislative Analyst, CSAC
Attachment Three: AB 285 Report Cover Letter – California Transportation Funding Policy Alignment
- 10:30 am** **VI.** **Closing Comments and Adjournment**

LIST OF ATTACHMENTS

The County Role in Housing: Balancing Growth, Fair Housing and California's Environmental Goals

Attachment One.....California Statewide Housing Plan Overview

California Mortgage Relief Program Overview

Attachment TwoCalifornia Mortgage Relief Program Information

Legislative and Budget Update

Attachment ThreeAB 285 Report Cover Letter – California Transportation Funding Policy Alignment

Attachment One
California Statewide Housing Plan Overview

A Home for Every Californian:

2022 Statewide Housing Plan

Produced by the California Department of Housing and Community
Development

**For the best experience, including interactive content,
[read the digital plan online](#)**

Additional Statewide Housing Plan Resources:

[Statewide Housing Plan Landing Page](#)

[Housing Data Dashboard](#)

[10-Year Housing Data Strategy](#)

A Home for Every Californian

2022 Statewide Housing Plan

California Department of Housing and Community Development

Overview

The **Statewide Housing Plan** lays out a vision to ensure every Californian has a safe, stable, and affordable home. The state is working towards three objectives to achieve this vision:



Keep Californians in their homes



Produce more affordable and climate-smart housing



Continue to act with urgency to address homelessness and housing need

The plan describes **why we need to act now** to address the state's housing affordability crisis, **what we know** about California's housing crisis, including how we got here and growing challenges, **what the housing needs** in California are, **what our state and local governments are currently doing** to address the problem, **where we are going in the future**, and how we will **track our progress**.

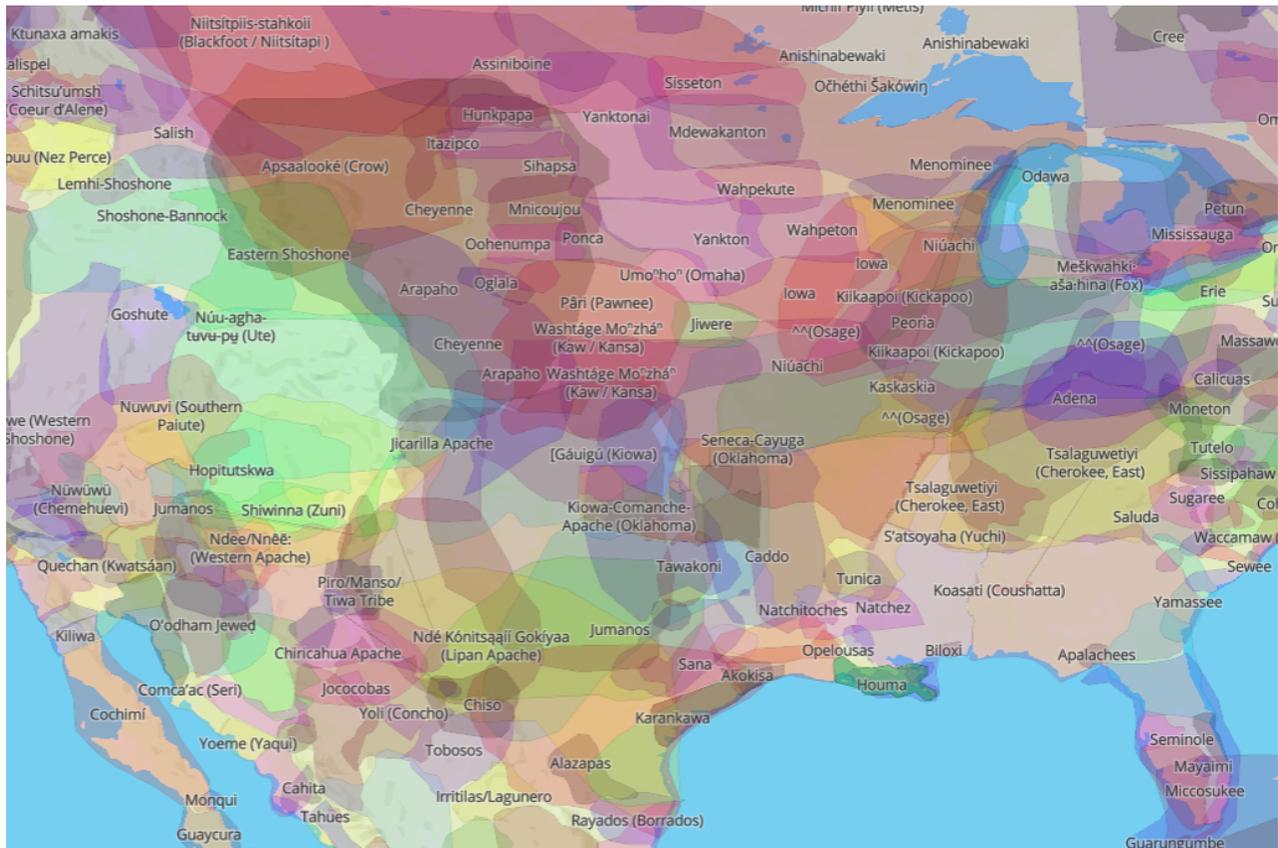
The Statewide Housing Plan should be used to guide housing policy, but it will not solve the housing crisis overnight—no one

solution or plan can. Through the implementation of a variety of innovative strategies to boost housing production and address homelessness, the state is taking bold and urgent action to tackle this critical issue. Many of these strategies will show immediate results, while others may take longer, but will have an even greater impact.

The plan is pursuant to Health and Safety Code Section 50423 and represents the update to the Final Statewide Housing Assessment 2025 (2025 SHA).

For an overview of the Statewide Housing Plan and an interactive Data Dashboard, visit the Landing Page. Continue below for the comprehensive Statewide Housing Plan.

[Visit the Landing Page](#)



Attachment Two
California Mortgage Relief Program Information

Program Overview



Following recent approval by the U.S Treasury, on December 27, 2021, the state launched the California Mortgage Relief Program to provide one-time payments to qualified homeowners who have fallen behind on their housing payments or reverse mortgage arrearages. Using \$1 billion in federal funds, the program will help homeowners who had a financial hardship during the COVID-19 pandemic by covering missed housing payments. Assistance provided through this program is not a loan and does not need to be paid back.

Homeowners can check their eligibility and apply through an online portal at CaMortgageRelief.org.

Funded through the American Rescue Plan Act of 2021's Homeowner Assistance Fund, the California Mortgage Relief Program is run by the CalHFA Homeowner Relief Corporation as part of the state's Housing is Key initiative.



This toolkit contains:

- Key Talking Points (English, Spanish, Chinese, Korean Tagalog, Vietnamese)
- Consumer Facing One-Pager (English, Spanish, Chinese, Korean Tagalog, Vietnamese)
- How to Apply One-Pager (English, Spanish, Chinese, Korean, Tagalog, Vietnamese)
- Web Button
- Sample Social Media Posts (English, Spanish, Chinese, Korean, Tagalog, Vietnamese)

Key Talking Points



- \$1 billion in relief funds are now available to California homeowners who have fallen behind on their housing payments or reverse mortgage arrearages during the COVID-19 pandemic.
- Interested homeowners can visit CaMortgageRelief.org to check their eligibility and apply.
- Assistance is available through our Contact Center at 1-888-840-2594. For questions, homeowners can reach out to info@camortgagerelief.org.
 - Additionally, assistance is available through the homeowner's mortgage servicer or by calling a HUD-certified housing counselor at 1-800-569-4287.
- Homeowners who have missed payments for their primary residence, faced a financial hardship during the pandemic and who meet household income eligibility requirements based on Area Median Income may be eligible for mortgage relief funds.
- Money allocated through the program does not need to be repaid. Funds awarded will be paid directly to mortgage servicers, with a cap of \$80,000 per home.
- With this amount of the federal funding, the program expects to help between 20,000 and 40,000 California homeowners. The program's outreach efforts will be highly data-driven with an emphasis on engaging with socially disadvantaged populations.
- The program is funded by the American Rescue Plan Act of 2021's Homeowner Assistance Fund and is run by the CalHFA Homeowner Relief Corporation as part of the state's Housing is Key initiative.

Attachment Three

AB 285 Report Cover Letter – California Transportation Funding Policy
Alignment



CALIFORNIA STRATEGIC
GROWTH COUNCIL

California Transportation Assessment Report

Pursuant to AB 285

(Friedman, Chapter 605, Statutes of 2019)

*Strategic Growth Council Foreword
February 18, 2022*

Dear Members of the Legislature,

The California Strategic Growth Council (SGC) is pleased to submit this summary report, “The California Transportation Assessment,” to the State Legislature pursuant to Assembly Bill 285 (Friedman, Chapter 605, Statutes of 2019).

Prepared by the University of California Institute of Transportation Studies (UC ITS), the report offers an assessment of how transportation planning and funding in California supports long-term common goals, including building and maintaining a transportation system that advances State climate goals and meets the transportation needs of all Californians. In preparing this report, the UC ITS analyzed state and regional transportation plans and institutions, funding allocations to various state, regional, and local transportation programs and funding sources, and the legal frameworks that govern how transportation funds are spent in California.

Across California, transportation is one of the largest and most significant public investments. Over \$30 billion is spent annually across California maintaining and expanding transportation. This “transportation system” is the result of plans and projects funded and implemented across federal, state, regional and local agencies. About half of the expenditures take place at the local level (i.e., local governments, transportation agencies, and transit systems). Importantly, local sales taxes account for over \$6.6 billion annually, more than any other single state or federal transportation program. Yet, decisions on how to spend billions across federal, state, and local funds is critical to improving Californians’ access to social and economic opportunity as well as to meeting climate commitments.

The transportation sector is the single largest contributor to California’s greenhouse gas (GHG) emissions, accounting for over half of total emissions. Achieving climate commitments requires both reductions in GHG emissions through cleaner fuels and vehicles as well as reductions in driving, which is measured in per capita vehicle miles traveled (VMT).

As identified in the California Air Resource Board’s (CARB) 2020 Mobile Source Strategy, even under the most aggressive scenarios for zero-emission vehicle (ZEV) adoption and a rapid transition to cleaner fuels, California simply cannot meet its climate commitments by relying solely on a shift in transportation technologies to cleaner modes such as zero emissions vehicles (ZEVs).

Additionally, the historic emphasis on prioritizing driving over other modes has created decentralized growth patterns that not only requires more driving to meet daily needs (which negatively impacts affordability), but also lead to more development on natural and working landscapes (which reduces their carbon sequestration benefit).

Moreover, overall growth in driving and vehicle miles traveled will continue to increase maintenance costs for the road network and state highway system. This is in addition to the induced vehicle travel and additional GHGs that would result from these projects. Maintaining a true commitment to the “fix it first” approach established in Senate Bill 1 (Beall, 2017) and maintaining the existing system before expanding it has never been more important given the challenges faced.

As a result, it will be critical to provide additional sustainable transportation options to reduce dependency on driving. This Administration is taking key actions to achieve these outcomes through a proposed \$9.1 billion investment in the Governor’s California Blueprint to expand mobility options for Californians and create a safer, faster and greener transportation system, including \$4.2 billion to complete electrified high-speed rail construction in the Central Valley and \$4.9 billion for transit and rail projects, climate adaptation, bicycle and pedestrian safety, and active transportation.

We recognize that there are different transportation needs across California’s diverse communities and regions. And while one size cannot fit all places equally, we have core values as a State that can and should guide our transportation investments across all of California. We can provide communities with sustainable options to get around and reduce our dependence on driving as we also work to advance all the priorities and goals outlined in the California Transportation Plan 2050: safety, climate, equity, accessibility, quality of life and public health, environment, economy, and infrastructure.

In its review of the State transportation system, the UC ITS researchers identified significant progress in many areas. The Administration and Legislature have demonstrated their commitment to innovative programs that help communities meet multiple goals simultaneously by funding augmentations for the Transformative Climate Communities Program (TCC), the Active Transportation Program (ATP), and the Regional Early Action Planning Grants Program (REAP), as well as additional support for Greenhouse Gas Reduction Fund programs such as the Affordable Housing and Sustainable Communities Program (AHSC), the Transit and Intercity Rail Capital Program (TIRCP), and the Low Carbon Transit Operations Program (LCTOP). The ongoing investment in High-Speed Rail

is laying the groundwork for a sustainable and equitable carbon-neutral future by not only building a State backbone of fully electrified clean rail, but also bringing economic investment to the core of communities that have for too long experienced disinvestment.

Our partners at the regional and local level are also thinking big by proposing investments and major upgrades to regional transit and rail systems, as well as taking on a larger role in land use and housing, exploring road pricing, and increasing investments in active transportation. There is a growing vision across California of the need to shift the transportation system towards more sustainable modes – from internal combustion engines to zero emission vehicles; from single-occupant to shared; from truck to rail in the freight system; and from driving long distances between destinations to shifting land uses so that more daily needs are located within existing communities and neighborhoods, or even a short walk from home.

And while there is great progress in some areas, too many of investments fail to move towards—and often still move away from—this vision. Roadway designs still prioritize mobility for cars over other modes and make it unsafe to walk and bike, especially in areas with insufficient pedestrian and bicycle infrastructure. Highway widening projects across the state continue to get built even though adding auto travel lanes has rarely succeeded in reducing congestion, leads to induced vehicle miles travelled over the long term, and in some cases worsens congestion.

While there are additional funds for transit, buses still get stuck in traffic as they compete with private vehicles for priority space on streets. There are improvements to the user experience for transit riders such as more seamless payment systems and integrated fares through the California Integrated Travel Project (Cal-ITP), but barriers remain to getting all operators on board with these new systems and riders too often get stuck when different bus or rail systems are not well coordinated at transit stations. All of this makes travel times on transit uncompetitive with driving.

We can and must do better.

The report submitted herein is a summary of five papers produced by some of the State's leading transportation researchers. Those papers outline the history of the current transportation system in California, analyze key aspects of transportation planning and funding in California today, and identify areas for improved alignment with long-term common goals.

This report also builds on and supports the policy direction in numerous current state reports and processes, including:

- The California State Transportation Agency's (CalSTA) Climate Action Plan for Transportation Investment (CAPTI),
- California Air Resource Board's Scoping Plan and SB 150 report,
- High Speed Rail Authority's (HSRA) Business Plan and Sustainability Report
- California Department of Transportation's (Caltrans) California Transportation Plan 2050 (CTP 2050).

In our view, there are several key messages policymakers and other readers should take away from this report:

- First, there is a **gap between the vision for a more climate friendly and equitable transportation system and actions and infrastructure spending decisions**. The climate and equity-focused programs listed for analysis in AB 285 represent only about two percent of overall transportation spending. At the same time, a significant share of funds at the state, regional, and local levels continue to be spent on adding highway lanes and other projects that increase vehicle travel. This funding not only adds to the maintenance burden of an aging highway system but also means less available funding for other investments that might move more people (such as running more buses or prioritizing their movement) without expanding roadways or inducing additional vehicle travel and provide Californians with more options to meet daily travel needs. Additionally, in most situations, particularly in urban areas, adding highway lanes will not achieve the goals they were intended to solve (such as reducing congestion) as new highway capacity often induces additional vehicle travel due to latent demand that then undermines any congestion relief benefit over time. Critically, these projects also add burdens to already impacted communities along freeway corridors with additional traffic and harmful emissions, and by further dividing and often displacing homes and families in neighborhoods that were segmented by freeways decades prior.
- Second, **projects in the pipeline are rarely reevaluated to assess their alignment with current state priorities**. Transportation projects can take decades to move from conception to construction. Over that time frame, State priorities and solutions adjust, such as the shift from congestion relief through road widening to better managing the



system through pricing and providing more multimodal options. As a result, many transportation projects in the funding pipeline at the State, regional, and local level are no longer the best candidates to advance State climate or equity objectives. But without reevaluating both these prior commitments as well as longstanding funding programs, transportation agencies will continue to fund projects for decades to come that undermine some of the state's current goals and commitments. Further, in order to see different outcomes from the transportation system there is a need for a broader set of integrated and multi-modal policy goals to both existing and new funding programs.

- Third, the **institutional structure for transportation is complicated** and decision-making levers can be disparate or hard to pinpoint. The State has numerous transportation plans, many of which do not align with each other. There are numerous institutions at State, regional, and local levels and each have a role to play in setting the vision for transportation and delivering transportation projects. The fragmentation of actors and decision-makers makes it difficult for the public, and especially for underserved communities, to fully engage with transportation decisions or to hold specific institutions accountable for their actions. It also makes it hard for public agencies to hold themselves accountable as the required plans do not shape spending while authorities and responsibilities for tracking outcomes are divided across many geographies and levels of government.
- Fourth, **institutions (such as Metropolitan Planning Organizations, among others) that have been given key responsibilities for meeting climate and equity goals do not necessarily have the appropriate levers to fulfill those responsibilities.** For example, California has delegated more planning responsibilities to its regional partners at Metropolitan Planning Organizations (MPOs) than other states. Yet California's MPOs' authorities are not always consistent with the goals set for them. This is in part because MPOs must work within parameters set by local partners (i.e., local government land-use decisions) and inputs they must include in their plans (i.e., local county transportation sales tax measures and existing land use patterns). The MPO has little control and no effective oversight over whether those local funds or land use actions help accomplish regional and State goals. Further, today's adopted regional plans include more funding for roads and overall automobility relative to transit and active transportation, even



as the State requires regions to develop plans that reduce GHG emissions, primarily from reductions in VMT.

- Lastly, **work has already begun to align transportation funding with state climate and equity goals**, namely the CalSTA-produced Climate Action Plan for Transportation Infrastructure (CAPTI) and some of the regional plans, including the Metropolitan Transportation Commission's (MTC) Plan Bay Area 2050 and the San Diego Association of Governments' (SANDAG) San Diego Forward. Further, the additional infrastructure funds from the federal government and state investments provides a once-in-a-generation opportunity to reimagine the transportation system in a way that meets the needs of Californians while prioritizing benefits to the most underserved communities.

The above findings are derived from the UC ITS assessment of the transportation landscape in California. The UC ITS team also identifies promising avenues and recommendations to respond to these findings.

In particular, we wanted to highlight a few areas where we especially see opportunities to partner with the Legislature and other stakeholders to further develop actionable solutions around the following topic areas:

1. **Aligning existing funding programs with State goals.** This could involve reviewing and prioritizing various state goals within transportation funding program guidelines or statute. For example, the statute that governs State Highway Operation and Protection Program (SHOPP) and State Transportation Improvement Program (STIP) funding has its goals based on rehabilitation and maintenance, safety, operations, and expansion, but no reference to climate or equity. This revisiting of goals could also involve ensuring that additional funds or future funds (including federal infrastructure funds) are spent in ways that align with priority goals.
2. **Updating and better aligning among existing state and regional plans.** This could include strengthening or modifying the California Transportation Plan (including adding a fiscal constraint analysis) and finding opportunities to further align the CTP with other state modal plans and the Regional Transportation Plans (RTPs)/Sustainable Community Strategies (SCSs).
3. **Reevaluating project and program funding and reviewing the current transportation project pipeline.** This should involve revisiting projects



currently in the planning and development pipeline to ensure they align with the State's goals, will deliver long-term benefits for Californians, and reduce harms to burdened communities. This could also involve exploring opportunities to augment overall transportation spending, reevaluating expenditures within current programs, reimagining planned projects, and/or increasing funding for specific programs that meet multiple goals.

4. **Assessing the roles of State transportation institutions.** This would involve exploring the roles and responsibilities for planning and delivering transportation projects across CalSTA, Caltrans, and the California Transportation Commission (CTC), as well as reviewing and clarifying the roles of related agencies (e.g., CARB and SGC) to ensure alignment of decisions with State goals and increase transparency and clarity of responsibilities to the public. This could include making recommendations for changes and clarifications to the institutional roles.
5. **Assessing MPO and local government roles and responsibilities.** This could involve a review of the specific authorities and institutional structure of MPOs to ensure they have appropriate tools to effectively accomplish what is expected of them, such as giving MPOs a greater role in reviewing local land use and transportation actions.

Looking ahead into 2022, the Strategic Growth Council is committed to working with a range of stakeholders to further flesh out and develop implementation actions around these topics that respond to findings in the UC ITS report.

In approaching the report, it is important to clarify that though commissioned and reviewed carefully by SGC, this report is ultimately the work product of the UC Institute of Transportation Studies. The analysis and recommendations included in the attached report are not the official stance of the Strategic Growth Council nor the Administration. It is also a point-in-time document that was undertaken primarily in 2021 based on the available literature, interviews, and other materials when it was written.

SGC would like to thank the State Legislature for this opportunity to conduct a deep dive into the complexities and opportunities in the state transportation system. We would also like to thank the UC ITS authors for their expertise and analysis, as well as our colleagues— most notably staff at CalSTA, Caltrans, CTC, HSRA, CARB, and Office of Planning and Research -- for their expertise and guidance throughout this process. In addition, we want to thank our partners

across the 18 Metropolitan Planning Organizations and the many individuals and organizations who contributed expertise, input, and perspectives throughout this process, including during interviews with the UC ITS team.

We look forward to continuing to leverage everyone's collective expertise to work towards our goal of a more sustainable and equitable transportation system for all Californians.

Regards,

A handwritten signature in black ink that reads "Lynn M. von Koch-Liebert". The signature is written in a cursive style with a large initial 'L'.

Lynn von Koch-Liebert
Executive Director,
California Strategic Growth Council