Meeting of the Gateway Cities Planning Directors

PLEASE ARRIVE AT 7:45 AM FOR CONTINENTAL BREAKFAST

Wednesday, March 11, 2020, 8:00 am

Gateway Cities COG Offices
16401 Paramount Boulevard, Paramount
2nd Floor Conference Room

AGENDA

I. Self-Introductions

20 Min II. RHNA Appeals Procedures Presentation
Ma’Ayn Johnson, AICP Housing Program Manager
SCAG

10 Min III. Clean Mobility Options (CMO) Voucher Pilot Program Presentation
Stella Ursua Clean Mobility and Partnerships Manager
GRID Alternatives

10 Min IV. Climate Resolve and SCE Pilot Grant Writing Assistance Program for LA County
Natalie Hernandez & Kristopher Eclarino
Climate Resolve

10 Min V. GCCOG Economic Property Tax Proposal Presentation
Jerry Caton
Chair, Economic Development Working Group
Gateway Cities COG

5 Min VI. Transportation Needs Research Update
Annaleigh Yahata Ekman
Masters Student, Urban and Regional Planning
University of California, Los Angeles

5 Min VII. COG Staff Updates
Julia Stewart
Planning Director
Gateway Cities COG

VIII. Discussion of Future Agenda Items

IX. Adjourn
Proposed
RHNA Appeals Procedures

Ma’Ayn Johnson, AICP
Compliance & Performance Monitoring
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<th>5th cycle</th>
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<tr>
<td>Appeals procedures</td>
<td>Two separate processes – revision request and appeals processes</td>
<td>Only one appeal process</td>
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<td>Who can appeal</td>
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<td>Bases for appeal</td>
<td>Cannot be based on: • Local ordinances</td>
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<td>• Underproduction of housing based on last RHNA</td>
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<td>• Stable population growth</td>
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RHNA Appeals Timeline

Filing period
45 days
*Early April – mid May 2020*

Comment period
45 days
*Mid May – late June 2020*

Public Hearing
30 days
*July 2020*
Who Can File an Appeal?

- Jurisdiction
- Other jurisdictions
- California Department of Housing and Community Development (HCD)
Bases for Appeal

From Government Code Section 65584.05(b):

1. Local planning factors and information on affirmatively furthering fair housing (AFFH)
2. Application of final methodology
3. Change in circumstance

Must include statement why the revision is necessary to further the objectives of RHNA law

• See Government Code Section 65584
1) To increase the housing supply and mix of housing types, tenure and affordability within each region in an equitable manner

2) Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns
Government Code Section 65584: Objectives of RHNA

3) Promoting an improved intraregional relationship between jobs and housing

4) Allocating a lower proportion of housing need in income categories in jurisdictions that have a disproportionately high share in comparison to the county distribution

5) Affirmatively furthering fair housing
Bases for Appeal: Local Planning Factors and AFFH

1. Planning opportunities and constraints, including:
   • Existing and projected jobs and housing relationship
   • Water/sewer service based on decisions by provider other than the jurisdiction
   • Open space protected by federal or State programs
   • Rate of overcrowding
   • Presence of a four-year college or university

- Affirmatively furthering fair housing
  • Full listing in Government Code Section 65584.04(b) and (e)
2. Application of methodology

3. Change in circumstance
   • Can only be used by jurisdiction where change occurred
Bases for Appeal

- Appeals cannot be based on:
  - Any local ordinance, policy, voter-approved measure, or standard limiting residential development

- New!
  - Prior underproduction of housing from the previous RHNA

- New!
  - Stable population numbers
Appeals Comment Period

• 45-day comment period after appeals filing due date

• Mid-May to end of June 2020

• SCAG will notify all jurisdictions and HCD of all filed appeals
  • Webpage posting of filed appeals

• Local jurisdictions and HCD can comment on filed appeals
Appeals Public Hearing

- July 2020 (30 day period)

- All filed appeals will be reviewed and determined by the RHNA Appeals Board (RHNA Subcommittee)

- Hearings will be organized by jurisdictions that are subjects of appeals
Appeals Public Hearing: Day-of Procedure

- **Initial Arguments**
  - Appeal applicants
  - Subject jurisdiction

- **Staff Response**

- **Rebuttal**
  - Appeal applicants
  - Subject jurisdiction

- **Questions and Determination**
  - RHNA Appeals Board
Appeals

- Successful appeals must be reallocated back to the region

- If fewer than 93,928 units are granted, they will be reallocated back proportionally to all jurisdictions

- If more than 93,928 units are granted, SCAG will apply a methodology similar to adopted final methodology existing need formula above that amount
  - Proportional to county origination
  - 50% based on transit access
  - 50% based on job access
  - Disadvantaged jurisdictions exempt from reallocation amount above ~94,000
Final RHNA Allocation

- Appeal decisions by the RHNA Appeals Board are final and not subject to review by CEHD and Regional Council
- Reallocation of successful units cannot be appealed
- All appeals will be included in the proposed final RHNA allocation
- Public Hearing to adopt final RHNA allocation
  - October 2020
Next Steps

February 24, 2020
- RHNA Subcommittee
  - Final RHNA methodology
  - Appeals procedures

March 5, 2020
- CEHD
  - Final RHNA methodology
- Regional Council
  - Final RHNA methodology

April 2, 2020
- CEHD
  - Appeals procedures
- Regional Council
  - Release of draft RHNA allocation
  - Appeals procedures

Early April, 2020
- Start of RHNA appeal filing period
For more information

www.scag.ca.gov/rhna

Email: housing@scag.ca.gov
Clean Mobility Options
Voucher Program

Community Outreach Presentation
Gateway Cities Council of Governments
Stella Ursua: Clean Mobility & Partnerships Manager
GRID Alternatives – Greater Los Angeles
Why We are Here

Introduce new funding opportunity for local, clean, & shared mobility projects:

- Car, ride, bike & scooter share, and innovative transit
- Prepare for RFP application process
- Tools and resources to assist your efforts
- Identify potential collaborative opportunities
Today’s Agenda

- Clean Mobility Options Voucher Pilot Overview and Project Criteria
- Mobility Project Planning: Getting Ready to Apply
- Application Process and Components
Shared Mode Example: Green Raiteros
Clean Mobility Options: 
Shared Modes with Zero Emission (electric)
What Types of Mobility Services Can Meet the Needs of My Community?

**Shared Mobility Fills Gaps:**

- Offers greater flexibility for location, time and direction of trip where there is limited or no access to convenient bus or rail service.
- Complements transit by transporting people between places and stops or stations.
Shared Mobility: Modes

- Carshare
- Bikeshare
- Scooters
- Van Pool
- Car Pool
- Innovative Transit
- Ride-on-demand
Shared Mobility: What is the Best Type for the Trip?

- **Carshare**: Cars available to members for short round-trip or one-way rentals
  - Ideal for **mid-to-long** range trips (5 to 20 miles)
  - Thrives in residential and employment centers (often valuable for shopping)
Shared Mobility: What is the Best Type for the Trip?

- **Bikeshare**: Bikes available for self-service short-term rentals
  - Can be traditional or electric-assist
  - Best for *low-to-mid range* trips (3 to 10 miles)

- **Scooters**: Electric scooters available for short-term rental
  - Mostly for *low-range* trips (1 to 3 miles)
  - Offers less physically demanding alternative
Shared Mobility: The Best Type for your Trip?

**Vanpools:** Self-service pre-arranged rides with 3 to 10 passengers/members of a group

- For **low-to-moderate density** sharing common destinations and travel schedule
- Viable for **low-to-long** range trips (3 to 20+ miles), often commuting

**Carpools:** Self-service, pooled rides with at least one passenger

- Same conditions as vanpooling, but more flexible and fewer passengers
Shared Mobility: What is the Best Type for the Trip?

- **Innovative Transit**: Demand-responsive shuttles using flexible routes and schedules
  - Drivers are **for-hire**
  - Functions best in **moderate** density environments that lack pedestrian connectivity or fixed-transit between activity nodes
  - Most suited for **low-to-medium range** trips (between 3 and 15 miles)
Shared Mobility: What is the Best Type for the Trip?

- **Ride-on-demand**: Dispatched (hailed or pre-arranged) rides with for-hire driver (Lyft, Uber, etc.)
  - Best in **low-to-moderate** density contexts that lack connectivity
  - Good for **low-to-medium** range trips (3 to 15 miles)
  - Generally more focused on airport and recreational trips than commutes
Clean Mobility Options
Voucher Pilot Overview
What are the goals?

Improve access to clean mobility options that are safe, reliable, convenient, and affordable to communities throughout California.

- Increase mobility options in disadvantaged communities
- Reduce greenhouse gases and pollutants
- More zero-emission vehicles
- Local solutions that inform projects throughout the state
How Can Clean Mobility Options Help?

**Funding**
- $20 million available in April 2020
- Mobility Project Voucher
- Community Transportation Needs Assessment Voucher

**Community Building**
- Education and training
- Technical assistance
- Toolkits
- Outreach & Community Engagement
- Identify potential partnerships
Funding Details - $20 million

Project Vouchers
- $19 million in mobility project vouchers available statewide
- $1 million of this set-aside for tribes
- Maximum Project Budget: $1 million per project

Needs Assessment Vouchers
- $1 million in community transportation needs assessment vouchers available statewide
- Maximum Project Budget: $50,000 per project
What is a Voucher?

- Type of contract that serves as “promise of payment”

- Payments are issued when project milestones are reached, on a reimbursement basis

- Vouchers expire and funds are given up if milestones are not reached within a certain timeframe
Program Timeline

June - September 2019
Voucher Pilot Development

October 2019 - February 2020
Application Outreach & Capacity Building
Regional forums and webinars.
1:1 Technical Assistance

Early 2020
Application submission period:
late May / early June
First come, first serve!
No waitlist!

Beyond
Funding available for second application submission window in 2021
Subsequent windows dependent on available funding
Clean Mobility Options
Project Criteria
Who Can Apply?

**Lead Applicants**
- Public agencies
- Nonprofit Organizations
- California-based Native American Tribes

**Sub-applicants**
- Any entity with lead applicant eligibility
- Public, private or nonprofits
- Can include providers of mobility services, charging infrastructure, related infrastructure, community outreach, and technical services
Eligible Project Areas

- **CalEnviroScreen 3.0**
  Disadvantaged Communities

- Deed restricted*- affordable housing within **AB 1550 Low-Income Communities** or DACs

- Tribal Lands within AB 1550 Low-Income Communities or DACs

*See more Solar in Multi-family Affordable Housing (SOMAH)*
Eligible Costs

- Planning – e.g., partner contracting, infrastructure siting, environmental compliance and permitting
- Capital – vehicles and associated hardware, reservation software, charging equipment, infrastructure installation
- Service operations and maintenance
- Outreach and marketing – community outreach & input, and service promotion
- Administration costs – payment requests, meetings with Administrator, data collection for reporting and evaluation
Eligible Capital Costs

- **Vehicles**
  - Zero-emission vehicles (battery electric or fuel cell) with few exceptions
  - New or used; purchased or leased

- **Bicycles and scooters**

- **EV charging equipment**
  - Must directly support the proposed mobility service
  - Level 2 or Level 3 (DC Fast Charge)
Eligible Capital Costs

- Solar panels for EV charging
- Hydrogen refueling stations
- Bike / scooter infrastructure
  - Parking and docking stations
  - “Quick build” right-of-way safety improvements
  - Signage/ wayfinding
Eligible Costs for Outreach and Marketing

- Staff time to collaborate with community members and community-based organizations to ensure outreach is tailored to community culture and goals
- Pay local champions / ambassadors
- Expenses for event planning, material design, data gathering and analysis
  - Labor
  - Design and printing of marketing materials
  - Survey tools
  - Incentives for community participation
- Expenses for holding community events (venue space, supplies, child care, transportation stipends)
Mobility Project Planning
Getting Ready to Apply
Project Planning Considerations

- Where should we focus new services?
- What types of mobility services are best suited for the community?
- What do community members want to see?
- What types of organizations should be on the project team?
- How do we ensure financial sustainability beyond the funding term?
Where Should We Focus New Services?

**Project Area:**
- Where users of the service live, services are based, and infrastructure located
- Underserved community members with barriers to convenient, affordable mobility options

**Project Size and Timeline:**
- Intended to be small-scale: appropriate scale may be urban/suburban neighborhood or small rural community
- Up to $1 million provided for 3 years of project implementation
  - Up to 1 year for planning and capital acquisition
  - 2 years operating costs
  - Teams must commit to operating service for 4 years (Project Life = 5 years)
What Types of Services Are Right for the Community?

Population Density
- Urban, suburban or rural?
- Will residents be close enough to vehicles/rides to access them without a car?
- Are there enough users in proximity to support the service?

Common Types of Trips
- Commute to work, transit first/last mile, appointments, shopping, recreation?
- How far are these trips?
- How many in the group, traveling in the same direction?
- Do users need to keep the vehicle with them?
What Do Community Members Want to See?

- Identify transportation needs and gaps by talking to residents
- Educate residents on service models to fill gaps
- Empower community members to be part of decision-making process and facilitate a sense of ownership in the project
Community Transportation Needs Assessment

Required Project Voucher Application Component:

- **Transportation Access Data Analysis** such as resident surveys and analysis of existing data/indicators

- **Community engagement** through at least two venues such as workshops, house meetings, focus groups, interviews, etc.

- **Report** summarizing conclusions. Applications must demonstrate a connection between the needs assessment and proposed project.

Stand Alone Community Transportation Needs Assessment Voucher:

- $50,000 awards to develop needs assessments
What types of organizations should be on the project team?

- Local or Tribal Government
- Community Organizations
- Mobility + Charging Providers
Example partnership models: Community outreach

Community outreach through lead Green Raiteros (Huron, San Joaquin Valley)

Advantages

- Knowledge of transportation service design, operation
- Streamlined capital resources

Community outreach through partnership BlueLA steering committee

Advantages

- Local knowledge of effective outreach strategies
- Community trust
Example partnership models: Mobility operations

Mobility operations through agency lead Van Go Rideshare Service (San Joaquin County)

Advantages
- Additional leverage resources
- Control of facilities and infrastructure

Partnership with private company Our Community Carshare (Sacramento)

Advantages
- Access to existing technology, network
- Established approach/business model
Example: Our Community CarShare

- Air District + Zipcar, City of Sacramento, Utility District, Housing Authority, Mutual Housing, and Policy in Motion
- 8 electric vehicles in 3 affordable housing communities, serving 2,000 residents
- Vehicles free up to 3 hours per day or a total of 9 hours per week
Example partnership models: Electric Vehicle Supply Equipment

Advantages

- Greater choice in planning, construction, pricing
- Option for exclusive access

Advantages

- Access to existing technology, network
- Established design/quality

EVSE through mobility operator
Valley Air ZEV Mobility (San Joaquin Valley)

EVSE through partnership with EVSE company
EVgo Equal Access Charging Hubs
Partnering with Mobility Operators

- Voucher recipient team must include organization with at least one year operating mobility services

- Business-to-Government (B2G)
  - Public access to service provided through a local public agency
  - Often priced through fee-for-service contract basis to fund operations

- Business-to-Customer (B2C)
  - Individual consumers access and pay for the service directly
  - Often priced through user fees (per ride or subscription basis) to fund operations
  - Operator assumes risk / reward by relying on user fees to fund operations
    - Revenue guarantees – Voucher funds ensure revenue doesn’t fall below a floor
    - Revenue-sharing – Operator shares revenue with voucher awardee above a ceiling
    - Price subsidies – Voucher funds buy down the pricing for users
Mobility Provider Directory

Bike/Scootersharing

Innovative transit/ridesplitting

Carshare/carpool/vanpool

Logos:
- SPIN
- lyft
- BIRD
- HOPR
- VeoRide
- BIKEHUB
- BIKEHUB
- Envoy
- Coaster Cycles
- Commute
- Z
- zipcar
- HiHoMobility.com
- BIKEHUB
- CIRCUIT
- Mobility Development
- mío
car
- Blue Systems
Application Process and Components
Application Submission

**First-come, first-serve approach**

- Application available early December
- Target application submission period: MAY/JUNE 2020
- Qualified applications:
  - Are approved in the order in which they are received
  - Are approved until funding allocation is exhausted
  - No waitlist
Voucher Application Review and Awards

- **Review**: Administrator begins the reviewing process after submission period closes
- **Grace Period**: Applicants may be given up to 1 week to clarify or make minor corrections to application without losing place in the queue
- **Notification of awards**: goal is to notify applicants within 1 month after submission window closes
- **After notification of awards**: Applicant must have approvals from board, council, or necessary authority before signing voucher agreement
Resources and Technical Assistance

- Individualized technical assistance
  - Send requests to info@cleanmobilityoptions.org, or call (626) 744-5670

- Toolkit
  - Needs assessment survey example and online platform
  - Fact sheets on project models, partnerships, etc.
  - Mobility Provider Directory: Company profiles and contact information
  - Available on http://www.cleanmobilityoptions.org/ (Now available)

- Mobility on Demand Learning Center
  - Case studies and other materials on https://learn.sharedusemobilitycenter.org/
Application Components

Sample
Sample Application Contents – Mobility Projects

1. Team Profile
2. Project Narrative
3. Community Transportation Needs Assessment
4. Project Area Profile
5. Budget and Financial Sustainability Plan
6. Community Outreach and Marketing Plan
7. Infrastructure Site and Needs Profile (if relevant)
8. Letters of Commitment
Sample Application Contents – Mobility Projects

1. Team Profile

- Contact information for:
  - **Lead applicant** & **organization type** (public agency, tribe, nonprofit organization)
  - **Sub-applicants** (may include for-profit companies)
  - **Mobility Provider** (if applicable)

- **Does application team have full approval from decision-makers** in their organization (e.g. Board of Directors, City Council, or other governing body, etc.) to participate in the project as proposed?

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1 Project teams must contain one entity that has at least one year of experience operating a mobility service.
2 Lead applicants who represent unincorporated communities may apply for up to three projects if all project areas are in unincorporated communities.
3 May be provided post-award.
Sample Application Contents – Mobility Projects

2. Project Narrative

• **Summarize project idea** (write in). Discuss intended users/riders, types of mobility services or technologies to be employed, where services will be provided, types of trips or who will be served, what equipment or infrastructure will be developed, and how will each team member contribute.

• **Select project models that will be employed.** Choose among: carsharing, bike or scooter-sharing, carpooling, vanpooling, innovative transit services, and/or other ride on-demand.

• **Discuss key activities and timeline needed** to successfully launch the project and operate for at least four years (write in).
3. Community Transportation Needs Assessment

- List sources of data/information used for Transportation Access Data Analysis.
- Summarize conclusions about community travel patterns and transportation gaps (from Transportation Access Data Analysis).
- Summarize meaningful, broad-based community engagement activities conducted to assess the community’s transportation needs.
- Summarize transportation needs indicated by the community engagement activities outlined.
- Summarize how proposed project contributes to transportation solutions preferences expressed by community in needs assessment.
4. Project Area Profile

- **Describe boundaries of the Project Area** (through written description or map).
- **Identify infrastructure included** in the proposal. (Level 2 EVSE, DC Fast Charging Equipment, Bicycle and Scooter Infrastructure, Solar PV, Hydrogen Refueling Station).
5. **Budget and Plan for Financial Sustainability**

- Describe how the project’s financial requirements will be met beyond the second year of operations (write in).
  - Complete a budget sheet that shows the financial requirements needed to operate the project beyond the second year of operations and for at least 4 years (document attachment).
- List and describe community resources that will be contributed to the project (documentation required).
6. Community Outreach Plan

- **Describe plans to advertise and promote the service to residents.**
  Consider: Target audience, with consideration of promoting users of service / riders, groups in communities to reach, workplaces, destinations, and multi-unit dwellings.

- **Describe plans to engage with community stakeholders affected by the project.**
  Consider: Local businesses, residents, or other stakeholders who may be affected by new construction or other aspects of the project. Please discuss specific events, materials, audiences, and approaches.
Sample Application Contents – Mobility Projects

7. **Infrastructure Site and Needs Profile (if relevant)**

- Describe planned infrastructure to be installed by site, with addresses or approximate locations.
- Describe how 80% of infrastructure will be located within the eligible project areas.*

*May be provided post-award.
Sample Supplemental Documents Required in Application

All applications must include:

1. Budget that covers **3 years of voucher-funded implementation**, plus additional 2 years of operation (worksheets to be provided)

2. Conditionally include:

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<th>If you...</th>
<th>...then you must attach</th>
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<tbody>
<tr>
<td>are a non-profit or a public agency</td>
<td>support letter from a community-based organization or local community group</td>
</tr>
<tr>
<td>are a non-profit organization</td>
<td>documented incorporation status for at least one year from the time of voucher application submission</td>
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<tr>
<td>are a non-profit organization</td>
<td>commitment letter from a relevant public agency indicating support and providing one or more specific examples of how it will actively engage in project implementation</td>
</tr>
<tr>
<td>have sub-applicants on your team</td>
<td>a team profile sheet (worksheet will be provided)</td>
</tr>
<tr>
<td>are including infrastructure in your application</td>
<td>an Infrastructure Site and Needs Profile (worksheet will be provided)</td>
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</table>
Sample Application Contents – Needs Assessments

1. **Project Background and Narrative (written)**
   - Explain why a transportation needs assessment is needed.
   - Summarize existing regional or community-level transportation needs assessment efforts and identify gaps that this needs assessment voucher will fill.
   - Describe potential transportation needs and solutions that the needs assessment will address.
   - Describe the people you will engage with and their demographics.
   - Summarize planned approach for conducting a community transportation assessment in accordance with project requirements.
   - Discuss how will you ensure that your needs assessment activities reach the whole community, including those who are not typically served well by existing transportation services.
Sample Application Contents – Needs Assessments

2. Project Area Profile
   • Describe boundaries of the Project Area.

3. Budget
   • Worksheet will be provided to fill in (no Financial Sustainability Plan needed).
One Stop Shop Pilot Project: Streamlines Access to Clean Vehicle Ownership Incentives
Additional Funding Opportunity

Sustainable Transportation Equity Project (STEP)

- Upcoming new CARB grant solicitation
- In program design phase now
- $22 million in grants available for transportation projects around the state like planning and capacity building grants to help identify community resident’s transportation needs AND
- **Project grants** to increase access to and use of transportation systems
Which of your partners could definitely benefit from this program?
Thank you!
Climate Resolve and SCE Pilot Grant Writing Assistance Program for LA County

OVERVIEW
Climate Resolve is a Los Angeles-based nonprofit organization that builds collaborations to achieve equitable climate solutions. We connect communities, organizations and policymakers to address the global climate problem with local action. Working with others, we develop practical initiatives that reduce climate pollution and prepare for climate impacts.

With assistance from Southern California Edison (SCE) in 2019, Climate Resolve conducted an in-depth inventory of climate planning by approximately 200 municipalities and 15 counties in SCE’s service territory. The findings of our research are published in a report, “Ready for Tomorrow? A Snapshot of Climate Preparedness Planning in Southern California” and accompanying Matrix. Our research gave particular attention to municipalities with disadvantaged communities (DACs) and their barriers to start climate planning efforts. For example, many municipalities that include DACs need expertise and financial resources to write and obtain grants that would help them satisfy state-mandated climate planning laws.

Therefore, with funding from SCE in 2020, Climate Resolve is developing a Pilot program to provide grant writing assistance to municipalities with DACs in order to pursue federal, state, and foundation grants for climate planning. The Pilot program will support three municipalities within SCE’s service territory in Los Angeles County in 2020. The Pilot program will fit within the mission of SCE’s environmental and climate adaptation funding areas.

BACKGROUND
Although the causes of climate change are global, its impacts are local. SCE’s customers endure these impacts, including excessive heat, poor air quality, and wildfires. Moreover, wildfire, urban heat island, water supply/drought, and coastal flooding can also disrupt delivery of electricity, which may create additional risks to local public safety and public health. Consequently, local governments must prepare with effective climate adaptation planning: emergency and public health services, road maintenance, stormwater management, tree canopy, land use, and building code updates.

California recently passed a suite of climate adaptation laws that help local governments prepare for climate change:

- **SB 379** mandates that the safety element of a municipal general plan be updated to address climate risks, including plans to mitigate those risks by 2022.
- **SB1035** requires the safety element to be revised to identify new information on fire hazards, flood hazards, and climate adaptation and resilience strategies applicable to the city or county that was not available during the previous revision of the safety element. It requires this revision to occur upon each revision of the housing element or LHMP, but not less than every eight years.
- **SB 1000** mandates that each municipal general plan be updated to account for environmental justice.
- **SB 246** mandates that the Office of Planning and Research administers the Integrated Climate Adaptation and Resiliency Program to coordinate regional and local efforts with state climate adaptation strategies, including the development of tools and guidance, as well as state agency support for local efforts.

Additionally, the federal Disaster Mitigation Act of 2000 requires states to review Local Hazard Mitigation Plans (LHMPs). California’s Office of Emergency Services (Cal OES) encourages municipalities to prepare for climate impacts in their LHMPs, enabling governments to apply for federal hazard mitigation funds. Cal OES assists local governments in the development of LHMPs and provides technical assistance, training and outreach to local jurisdictions.

GRANT WRITING ASSISTANCE PILOT PROGRAM AND PROPOSED TIMELINE
January - April 2020, Climate Resolve will:
- Develop a Pilot program for municipalities with DACs within SCE service territory in Los Angeles County
- Conduct 12 interviews with municipalities with DACs, local CBOs, and other stakeholders to identify needs with respect to the Pilot
- Research grant opportunities and their requirements
- Develop criteria, with SCE’s input, for selecting municipalities for the Pilot
- Select three municipalities, with SCE’s input, to participate in the Pilot

March - September 2020, Climate Resolve will:
- Match the needs of the three selected municipalities with grant programs and will draft one grant proposal for each municipality.
- Develop short handout for getting “grant ready” with information that educates municipalities on resources available
  - Office of Planning and Research General Plan Guidelines
  - FEMA Local Mitigation Planning Handbook and Review Guide
  - Gateway COG Climate Action Planning Framework
  - Adaptation Planning Guide 2.0 (to be released April 2020)
  - SCAG Regional Climate Adaptation Framework (to be released June 2020)

September 2020, Climate Resolve will:
- Write a memo on lessons learned from Pilot
  - What was the most time-consuming? What were the key barriers?
  - What worked well?
  - How can state agencies be more helpful in grant processes?
  - How can industry effectively continue to support a grant writing assistance program?

POSSIBLE CLIMATE PLANNING GRANT OPPORTUNITIES
Climate Resolve has identified the following climate planning grant programs that may be a fit for the Pilot program with applications that are due April through December 2020. Climate Resolve will explore other climate planning grant programs that may meet the needs of cities.

- **CalEPA Environmental Justice Grant**
  - Timeline: Deadline April 17, 2020
  - Award: $50,000 grant term is 12 months
  - Workload: low-difficulty (**21 pg application guide**)
  - Match: None, needs to be CBO that applies though

- **SCAG Sustainability Planning Grant**
  - Timeline: SCAG anticipates due in summer 2020 - (however, may just be focused on housing according to SCAG as of 2/19)
  - Award: Up to $200,000 (based on **2017 awards**)
  - Workload: Medium-difficulty (**20 pg application guide**)
  - Match: Does not require local match

- **Partners for Places Grant**
  - Timeline: Historically due in July
  - Award: Up to $75,000 for one-year grants and up to $100,000 for two-year grants
  - Workload: Medium-difficulty (**8 pg application guide**)
  - Match: Requires 1:1 local match

- **SoCalGas Planning Grant**
  - Timeline: Historically due in September
  - Award: Up to $50,000
  - Workload: Low-difficulty (**1 pg application guide**)
  - Match: Does not require local match

- **Caltrans Sustainable Communities Grant**
  - Timeline: Historically due in October
  - Award: Up to $1 million
  - Workload: High-difficulty (**75 pg application guide**)
○ Match: Requires 11.47% local match, which can be staff time

- **Pre-Disaster Mitigation Program**
  ○ Timeline: NOI historically in September, with full invited applications due in December
  ○ Award: Up to $150,000 for a single-jurisdiction LHMP or $250,000 for a multi-jurisdictional LHMP
  ○ Workload: High difficulty ([webinars + application guide + templates](#))
  ○ Match: Requires 25% local match

- **TBD - Bay Area Council's California Climate Resilience Challenge**
  ○ Already had a round of applications submitted for a set deadline of February 2020. The program was envisioned as a one-time opportunity, but if successful, may be offered again.
ENVIRONMENTAL JUSTICE GRANT

DEADLINE: 5:00 pm, April 17, 2020.
AMOUNT: Up to $50,000

OVERVIEW: CalEPA will prioritize projects that increase participation in environmental decision-making, that promote community resilience, and support local adaptive capacity to respond to environmental and health challenges. Community-led projects can encourage residents to seek and develop local solutions to mitigate climate change while obtaining immediate economic and public health benefits.

EXAMPLE OF PROJECT ACTIVITIES
● Identifying and assisting environmental justice stakeholders to participate in decision-making processes;
● Collaborating with academia or governmental entities to collect data in communities affected by environmental justice issues and exposure(s) to pollution;
● Providing technical tools, information, or protocols to improve community or tribal government knowledge and understanding of issues related to environmental pollution and hazards;
● Promoting environmental justice, public health, sustainability, and climate resilience;
● Developing an emergency management plan, or promoting participation in the process of developing emergency management plans by local, regional and state government entities

APPLICATION PACKAGE (limited to 15 pages)
● Work Plan Narrative
● Application Cover Sheet
● Resume(s) of at least three (3) Key Staff involved in the project, including the Project Lead. (Resumes limited to 2 pages double-sided maximum per individual)
● Letters of Support (if applicable)
● Letters of Commitment (if applicable)
● Proof of Non-profit Status (if applicable)
● Work Plan Table
● Budget Table

CONTACTS
More questions about grant: https://calepa.ca.gov/EnvJustice/Funding/ or contact Ms. Malinda Dumisani, EJ Small Grants Program Manager, Malinda.Dumisani@calepa.ca.gov.

Inquiries about grant writing assistance: Natalie Hernandez, Climate Planning & Resilience Manager, nhernandez@climateresolve.org.
EXAMPLES OF FUNDED PROJECTS

Communities For A Better Environment (CBE), $49,988, Los Angeles County, will host a six-week Environmental Justice (EJ) Summer Training Institute to advance community leadership, technical skills, and civic engagement in EJ communities most impacted by fossil fuel industries and pollutants in Wilmington and the small municipalities of southeast Los Angeles. CBE will provide a summer training for youth and adult CBE members in Wilmington and in southeast Los Angeles to discuss environmental justice, explore climate adaptation tools, and share cultural resilience skills through intergenerational learning. The CBE training will include a foundation of historical and current social and environmental issues to discuss how issues are intersectional. CBE will also share technical data and tools around cumulative risks and climate change impacts. CBE will work with Youth for Environmental Justice (Youth EJ) and southeast Los Angeles community organizers to develop leadership and capacity building opportunities for youth and adult community members. CBE will also conduct a toxic and resiliency tour of both communities. The southeast Los Angeles training will include an art-based evaluation where CBE members create a mural in their community to depict the information and solutions gathered.

THE LEADERSHIP COUNSEL FOR JUSTICE AND ACCOUNTABILITY, $50,000, RIVERSIDE COUNTY, will work alongside community partners in the Eastern Coachella Valley (ECV) to improve the air quality in the region. The ECV includes the city of Coachella, and the unincorporated communities of Thermal, Oasis, Mecca, and North Shore. The ECV faces environmental impacts from agricultural pesticide use, illegal dumping, hazardous waste facilities, unpaved roads, substandard housing conditions, inadequate public transportation, inadequate water and wastewater services and amenities, goods movement, and the declining Salton Sea. The Leadership Counsel will promote resident participation to improve active transportation and transit usage in the 2020 Regional Transportation Plan/Sustainable Communities Strategy. The Leadership Counsel will also foster deeper engagement in the State Community Air Protection Program (AB 617) by working with the South Coast Air Quality Management District on the second year of implementation. The Leadership Counsel will also encourage ECV community partners to promote community climate resilience to bring a Transformative Climate Communities’ implementation grant to the region. The Leadership Counsel will also conduct monthly community meetings with ECV community.

THE OAKLAND CLIMATE ACTION COALITION (OCAC), $30,000, ALAMEDA COUNTY, who contracted with the city of Oakland to serve as its “Equity Facilitator” for its 2030 Energy and Climate Action Plan, a plan that sets climate action priorities for the next decade, is in the process of forming a resident advisory council: Neighborhood Leadership Cohort (NLC). It will work to ensure meaningful community input in a series of community workshops, one held in each city council district. The OCAC will extend the NLC training through quarterly leadership development forums, develop a user-friendly online portal/mobile app to augment Oakland’s 2030 Equitable Climate Action Plan (ECAP) and host two community events to gather input and answer resident questions about the 2030 ECAP. OCAC will also co-host six climate equity work days.

THE ASIAN PACIFIC SELF-DEVELOPMENT AND RESIDENTIAL ASSOCIATION (APSARA), $50,000, SAN JOAQUIN COUNTY, will build the capacity of Southeast Asians (primarily Cambodian, Hmong, Laotian, and Vietnamese) in Stockton to participate in environmental decision-making processes. APSARA will also survey the community’s initial priorities for green infrastructure projects to be included in the state’s Transformative Climate Communities Program, led by the California Strategic Growth Council. APSARA will conduct small group planning sessions to determine which Southeast Asian priorities for green infrastructure projects will be included in the SNP and train the community on the technical and procedural aspects of environmental decision-making. APSARA will help the community develop a final SNP and build a strategy for implementation for the plan. APSARA and partners will also develop low literacy educational materials such as posters and fact sheets in Cambodian, Hmong, and Lao languages. APSARA will distribute 3,000 one-page educational flyers to inform residents of their opportunity for training and co-creation of the SNP. APSARA’s small group planning sessions will convene 10 to 15 Southeast Asian residents. APSARA will conduct 10 interactive community workshops to train at least 300 Stockton residents.
SB 1179 (Senator Archuleta)
Bill to Incentivize Cities to Rezone Non-Residential Properties into New Housing

What is the necessary background information/context needed to understand the bill and reasons for this bill?

The State of California is facing a housing supply and affordability crisis. Since the passage of Proposition 13 in 1978, and its resulting limitation on municipal property tax revenue, cities have become dependent on sales tax revenue to provide vital community services. This overdependence on sales tax revenue has resulted in the excessive development of commercial properties over new housing projects.

What is the problem this bill is trying to fix?

The Governor has stated a goal of developing 3.5 million new housing units by 2025. To assist in this State-wide housing revitalization effort, a funding methodology has been developed to financially incentivize communities willing to modify their General Plans, Zoning Maps and Development Codes to facilitate new housing construction on underperforming office, industrial and commercial sites. As commercial businesses are increasingly selling their products online instead of in retail stores, an opportunity now exists for cities to revitalize their underperforming non-residential zoned properties into new housing developments. Cities would be eliminating current sales tax revenue and the possibility of future sales tax revenue from the majority of rezoned properties under this legislation.

What does existing law say about this issue?

In 1979, Assembly Bill 8 (AB 8) was adopted to provide procedures for counties to allocate property taxes. AB 8 allocates to each taxing jurisdiction the amount it received in the prior year, plus the change that has occurred in the current year within its boundaries. The revenue allocation of the countywide 1% property tax levy is calculated pursuant to Revenue and Taxation Code section 96.5. Under the AB 8 method, the 1979/80 base amount for each local agency within a county was calculated based on the property tax allocated pursuant to Government Code section 26912 for 1978/79 and adjusted for the 1979/80 assessed value growth. The property tax allocation percentage for each agency within a Tax Rate Area (TRA) was then established.

What will this bill do?

As a trial program, this legislation would authorize the Gateway Cities Council of Governments' communities that develop transit-oriented, mixed-use and stand-alone residential infill housing developments, located on rezoned nonresidential properties, to receive the property tax revenue generated from those projects. The Gateway Cities has been selected to be the program’s test site because the majority of the region’s communities are densely populated and receive low property tax income of generally less than ten cents on the dollar.

Cities would only qualify to receive the property tax revenue incentive for the construction of housing that occurs as a result of non-residential properties being rezoned to accommodate new housing developments. To assure that this program only has a minimal financial impact on other taxing entities, a 2% maximum cap will be placed on a city’s total number of eligible parcels during any 8-year Housing Element Planning Period. Participating cities will be required to possess a State Certified Housing Element.
Property Tax Analysis for Proposed 250 Unit Development

Utilizing City Property Tax Rate (6.8% of General Levy)

250 Units X $300,000 Assessed Value Per Unit = $75,000,000

$75,000,000 X 1% (General Levy) = $750,000

$750,000 X .068 (City Capture Amount of General Levy) = $51,000

The City would receive **$51,000/year** to offset **$1.25 million*** in annual cost for providing services to the new housing’s residents.

Utilizing SB 1179 Property Tax Rate for Cities Rezoning Non-Residential Properties for New Housing (100% of General Levy)

250 Units X $300,000 Assessed Value Per Unit = $75,000,000

$75,000,000 X 1% (General Levy) = **$750,000**

The City would receive **$750,000/year** to offset **$1.25 million*** in annual costs for providing services to the new housing’s residents.

*250 Units X 2.5 persons per unit = 625 new residents.
625 X $2,000 annual cost per resident = **$1,250,000**
Downtown Huntington Park residents seem receptive to smartphone surveys, but it will need to be supplemented to include the needs of elderly and very poor residents. Continue to test questions about foregone trips, like those found in the LABarometer Mobility Study.

**RECOMMENDATIONS**

- Evaluate how unmet travel needs are captured with existing methods.
- Test new methods to study foregone trips and other unmet travel needs.

**INTERVIEWS**

To learn more about the methods of travel data collection, I interviewed various agencies, consultants, and researchers on their strategies and how they engage ‘hard-to-reach’ communities.

**LOS ANGELES METRO NEXTGEN BUS STUDY**

LACMTA embarked on a two-year data collection effort using a diverse set of engagement strategies after the development of the Metro Equity Framework. The estimated cost of their efforts is estimated $2.1M for public engagement contracting and $1.7M for technical contracting.

**SCAG SOCAL TRANSPORTATION SURVEY**

SCAG employed a smartphone app called rMove to combine passive and active data collection strategies. This study aimed to collect data on TNC usage and oversampled for smartphone users in high TNC usage areas. The estimated cost of their efforts is estimated $14K for data collection and $156K for data management and analysis.

**USC LABAROMETER MOBILITY STUDY**

USC researchers recruited UnderStandingAmerica’s panel of survey participants in Los Angeles County and conducted an online survey. For those who did not have access to internet, the researchers provided an internet-connected tablet for use throughout the study. The study employed a strong incentive and follow-up program resulting in 77 percent participation rate.
California cities — committed to being part of the solution to our housing crisis

Cities lay the groundwork for housing by planning and zoning new projects in their communities, but there are not enough homes being built in California. That is why the League has developed a bold proposal that, if fully implemented, will lay the foundation for the immediate production of much needed housing across all income levels and consists of near-term and longer-term actions to provide homes for Californians today and tomorrow.

New funding to support needed affordable housing and essential infrastructure

The League’s housing production proposal includes new long-term funding to support the construction of affordable housing and essential infrastructure. Without a source of reliable, ongoing funding that matches the scale of the problem, little will be done to produce new affordable housing units. The following pending bills could be a source of the funding:

- **SB 795 (Beall) Affordable Housing and Community Development Investment Program** — a measure that would restore a robust property tax-based financing mechanism focused on building affordable housing and infill infrastructure, providing up to $2 billion annually.
- **ACA 1 (Aguiar-Curry) Affordable Housing and Public Infrastructure. Voter Approval** — a measure that would allow voters to lower the vote approval threshold from two-thirds to 55 percent for local general obligation bonds, sales taxes, or parcel taxes that invest in affordable housing and infrastructure.

Cities will take immediate actions to help spur production

More than new funding will be necessary to produce housing units at the scale needed. That is why the League also supports requiring cities to take some of the following immediate actions (already adopted actions would qualify) designed to help spur housing production. In order to ensure cities retain flexibility to best meet their local needs and conditions, they would choose from a suite of actions, including but not limited to the following:

- Adopt an Accessory Dwelling Unit (ADU) ordinance
- Streamline housing approval processes
- Establish a Workforce Housing Opportunity Zone (WHOZ) or a Housing Sustainability District
- Develop objective design review standards
- Reduce development fees
- Adopt an inclusionary housing ordinance
- Establish a local housing trust
- Restrict demolition of existing housing stock
- Allow up to fourplexes in single-family zones
- Increase allowable heights and densities
- Adopt transit-oriented development (TOD) plans
- Reduce parking requirements
- Adopt tenant protections
- Establish an Enhanced Infrastructure Financing District (EIFD) or a similar financing tool
Reduce existing barriers beyond local government control

There are numerous barriers to housing production. Many of these barriers are well beyond the control of local governments and have significant impacts on what types of, and how many, housing units are built. The League is committed to working with all stakeholders to address the following barriers to help accelerate housing construction:

- Construction costs
- New building codes
- CEQA costs and delays
- Financing

Cities will prioritize housing density and strategic site identification through the RHNA process

The latest cycle of the Regional Housing Needs Allocation (RHNA) and associated Housing Element update process is currently underway. All cities and counties, on a staggered schedule, must update their housing planning documents to include their new housing unit allocations by early 2024. It has become clear that nearly all communities will receive a much higher housing unit allocation than they received in the last RHNA cycle.

To accommodate the much higher RHNA allocations and align local planning documents with state priority development areas, the League supports requiring cities to prioritize housing density and housing site identification near key transit infrastructure, downtown areas, and commercial corridors. The League also supports that cities need to accommodate as much of their housing unit allocation in these areas before other locations are considered.

Partner with the League today for more housing tomorrow.

We need a housing production bill that includes consensus solutions that will effectively address our housing affordability crisis. Both short and longer-term strategies are needed to spur housing construction across the state, supported by a long-term funding source. California’s cities remain committed to carrying out those strategies built on civic engagement and community input, while simultaneously working to meet California’s housing needs.

www.cacities.org
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<th>AHJ Type</th>
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Local Early Action Planning (LEAP) is an upcoming grant program from the Department of Housing and Community Development (HCD) to help cities plan for housing. Maximum funding amounts are determined by population.

The deadline to apply will be July 1, 2020, and jurisdictions can expect a Notice of Funding Availability (NOFA) in January 2020.

Updated 12-20-19. This map does not include unincorporated communities of LA County that are within the Gateway Cities COG.
Summary of AB 101 Local Early Action Planning (LEAP) Grant Program

Program Overview

Local Early Action Planning (LEAP) funding will be made available through the AB 101 Housing Trailer Bill and administered by the state’s Department of Housing and Community Development (HCD). The LEAP Program will provide $119 million in one-time, noncompetitive funding to cities and counties for planning activities to accelerate housing production and facilitate implementation of the Regional Housing Needs Allocation (RHNA). Cities and counties will need to submit an application for eligible activities to receive their share of funding.

Notice of Funding Availability (NOFA) available at <https://www.hcd.ca.gov/grants-funding/active-funding/leap/docs/LEAP_Final_Clean.pdf>

Eligible Activities

Eligible activities may include a variety of planning documents and processes that have a nexus to housing production. Examples of eligible activities include:

- Preparing and adopting Housing Elements that include an implementation component to facilitate compliance with the sixth cycle RHNA
- Rezoning and encouraging development by updating planning documents and zoning ordinances, such as General Plans, community plans, specific plans, implementation of sustainable communities’ strategies, and local coastal programs
- Completing environmental clearance to eliminate the need for project-specific review
- Performing infrastructure planning, including for sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents
- Developing or improving an accessory dwelling unit (ADU) ordinance
- Other planning documents or process improvements that demonstrate an increase in housing related planning activities and facilitate accelerating housing production

Funding

LEAP grants are population-based using Department of Finance (DOF) estimates.

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Timeline

Notice of Funding Availability (NOFA) and Guidelines Release: January 28, 2020
LEAP Program Webinar: February 14, 2020
Technical Assistance Workshops: February/March 2020
Application Due Date: July 1, 2020

As of 1-29-20
Gateway Cities Council of Governments
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**GCCCOG Total** | **$6,350,534** | **$63,505**

* The population figure shown is for the unincorporated communities within the Gateway Cities region only. A population ratio is used to calculate the grant amount and 1% assessment. The total population for unincorporated LA County is 1,057,162.

**Local Early Action Planning (LEAP)** grants to cities and counties are for planning activities to accelerate housing production and facilitate implementation of RHNA. The funds may be used for the following activities:
- Rezoning and updating planning documents;
- completing environmental clearance to eliminate need for project-specific review;
- infrastructure planning; and
- developing or improving accessory dwelling unit ordinances.