



PARTNERSHIPS TO ADVANCE HOUSING EQUITY AND RESILIENCE FOR ALL CALIFORNIANS

August 28, 2018

California Adaptation Forum

Steph Wang, Policy Director, California Housing Partnership

About the California Housing Partnership



- ✓ Share expertise on affordable rental housing
- ✓ Empower low-income California renters to access climate, energy and water resources
- ✓ Partner with nonprofit affordable housing providers, program implementers, equity advocates and policymakers
- ✓ Provide technical assistance, program design, policy and outreach

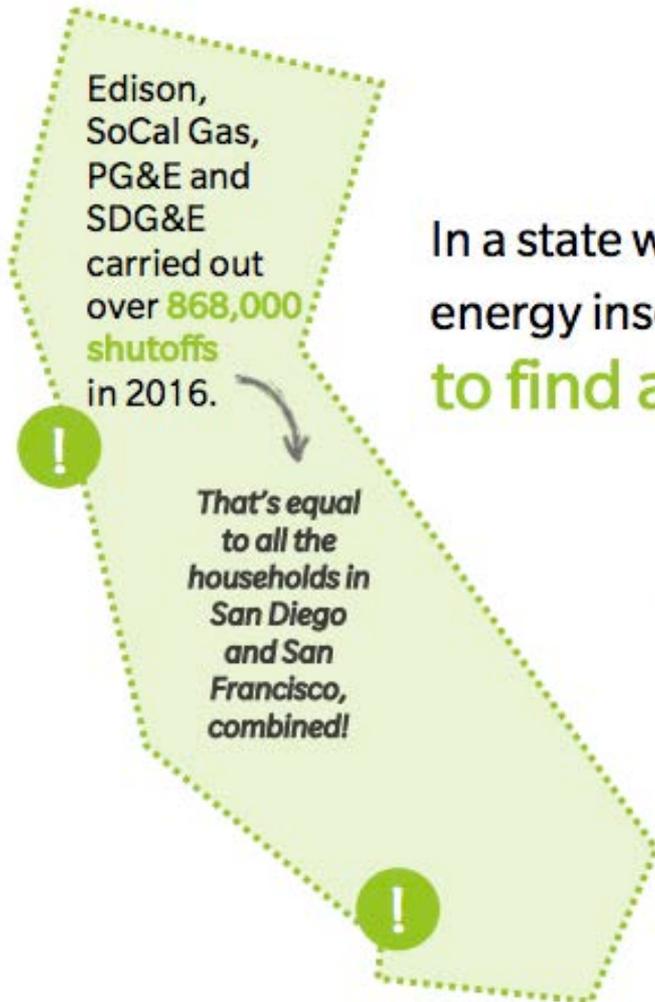
Housing crisis and climate crisis converge



A resilient community provides housing equity

- **Housing equity + resilience** is about advancing access to affordable housing and opportunities for frontline communities, and preventing displacement to keep communities intact.
- **Frontline communities** face a legacy of systemic inequity and are most vulnerable to climate change impacts. Includes communities of color, people with lower incomes, those in rural areas, and indigenous people. (Greenlining Institute)
- **Community resilience** describes the capacity of a community to maintain an intact core identity in the face of change. (APEN)

Extreme heat raises utility bills and disconnections



In a state where housing costs are already high, energy insecurity **makes it even harder to find and keep housing.**



CA Low Income Weatherization Program



Diana Guzman's utility bills have been cut by 75 percent, due to energy retrofits funded by the cap-and-trade program. THE ASSOCIATION FOR ENERGY AFFORDABILITY



Newly installed carport solar arrays will soon be providing electricity to the low-income residents of the Casas de la Viña complex. THE ASSOCIATION FOR ENERGY AFFORDABILITY

For Guzman, whose husband was hit by a car en route to the fields, the LIWP energy improvements have taken some of the struggle out of life, reducing her monthly utility bill by 75 percent. “It makes it possible for me to make it alone,” she says.

Cross-sector partnerships advancing climate equity



The Sustainable Communities for All Coalition



California Climate Equity Coalition

Today's Panel

- Nicole Capretz, Executive Director, Climate Action Campaign
- Sam Tepperman-Gelfant, Deputy Managing Attorney, Public Advocates
- Laura Raymond, Campaign Director, ACT LA
- Tyrone Buckley, Policy Director, Housing California
- Steph Wang, Policy Director, California Housing Partnership (Moderator)

REGIONAL COALITIONS FOR CLIMATE AND COMMUNITY

Sam Tepperman-Gelfant, Public Advocates Inc.

August 28, 2018

Public Advocates Inc.

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- Challenging the systemic causes of poverty and racial discrimination since 1971.
 - Strengthening community voices and achieving tangible legal victories
 - Advancing SOCIAL EQUITY in areas such as:
 - ▣ Education
 - ▣ Housing
 - ▣ Transit
- } Vital building blocks of thriving communities

History shows us that
climate change,
sprawl, and
social inequity
share common origins

Brown v. Board of Education

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Government Subsidized White Flight

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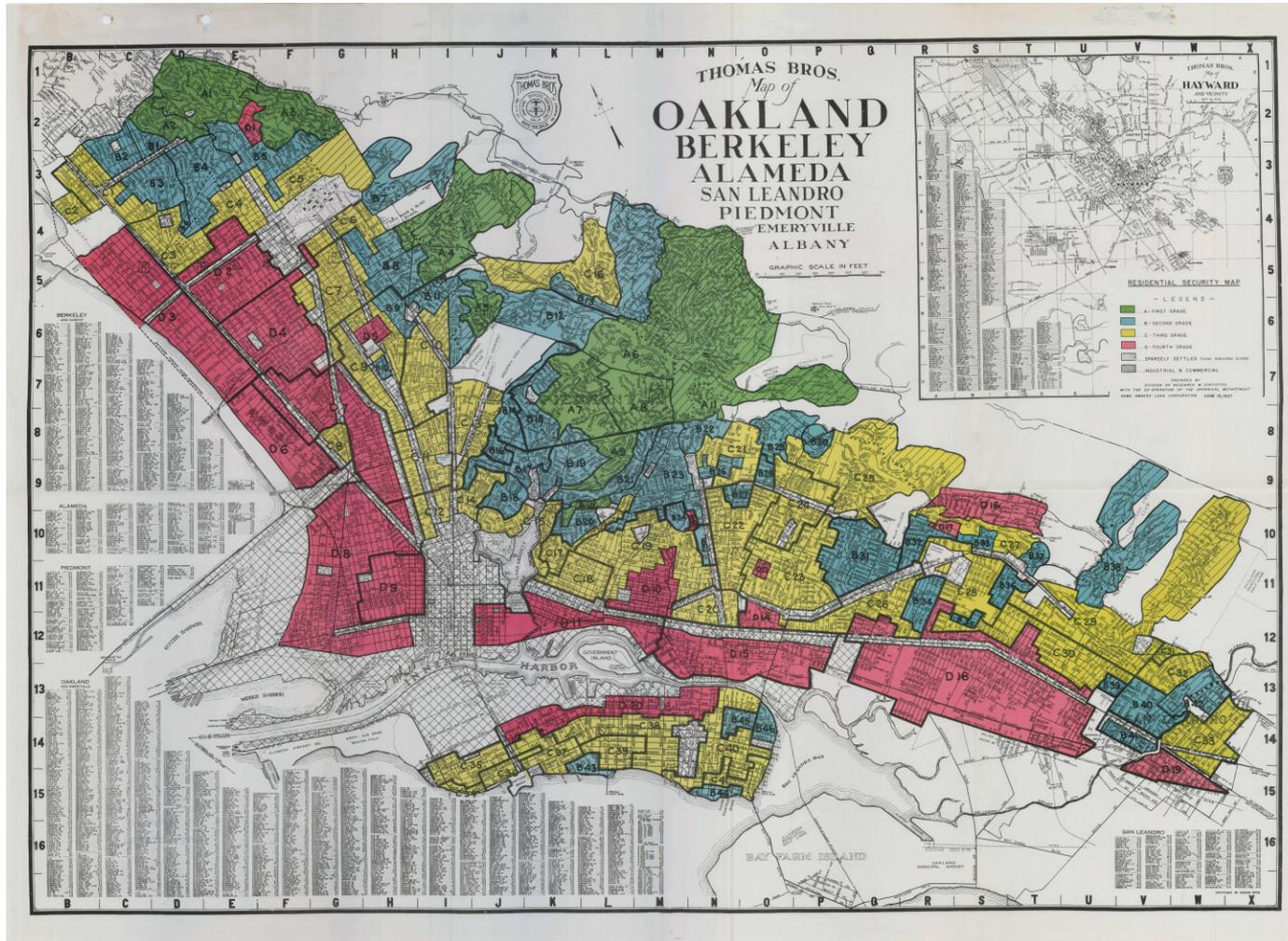
Ribbon-cutting ceremony along the first portion of Interstate highway to be completed in Wisconsin on September 4, 1958–1-94 in the Waukesha area. (Photo courtesy Wisconsin Historical Society Archive)



1. The restriction that no part of said premises shall in any manner be used or occupied directly or indirectly by any negro or negroes, provided that this restriction shall not prevent the occupation, during the period of their employment, of janitors' or chauffeurs' quarters in the basement or in a barn or garage in the rear, or of servants' quarters by negro janitors, chauffeurs or house servants, respectively, actually employed as such for service in and about the premises by the rightful owner or occupant of said premises.
2. The restriction that no part of said premises shall be sold, given, conveyed or leased to any negro or negroes, and no permission or license to use or occupy any part thereof shall be given to any negro except house servants or janitors or chauffeurs employed thereon as aforesaid.

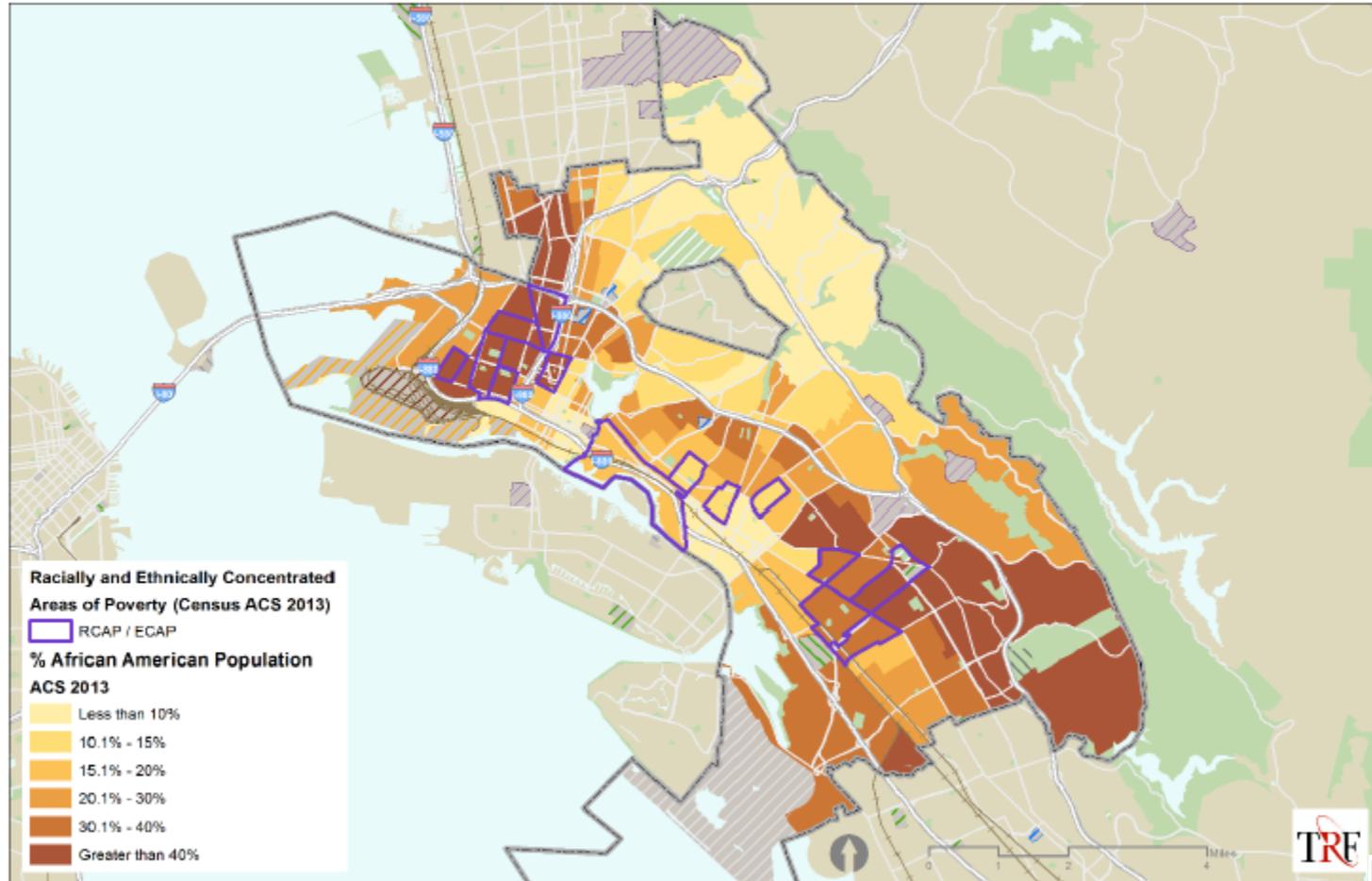
Segregation was no accident . . .

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... and it persists today.

Map 2: African-American Population (2013) by Census Tract

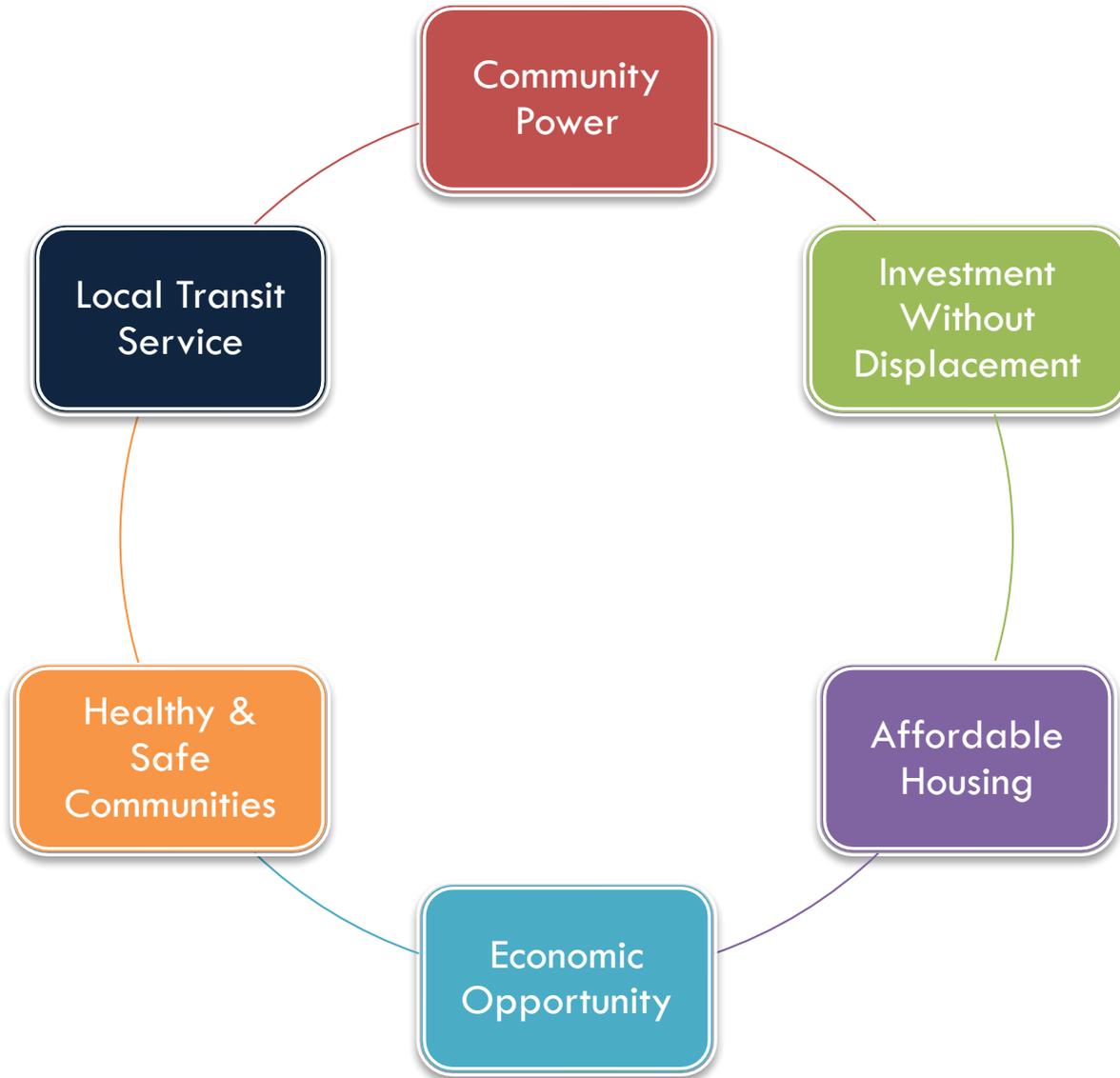


Communities of color bear the burdens



Maximizing **social equity**
also maximizes
environmental benefits, and
reduces sprawl

Bay Area 6 wins Network



Equity, Environment and Jobs Scenario

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Community vision: policy priorities

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- **Distribute Housing Growth Equitably:**
Increase quality affordable housing options in *both* urban areas *and* suburban job centers
- **Protect against Displacement:**
Ensure that lower-income communities are not displaced by Transit Oriented Development
- **Improve Local Transit Service:**
Fund more of the *local* transit service on which low-income riders of color depend

EEJ “Environmentally Superior Alternative”

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- More Resilient Communities
 - ▣ 30,000 fewer residents subject to flood risk due to sea level rise by 2050.
 - ▣ 42% lower risk of displacement
 - ▣ Lower Housing+Transportation cost
- Strongest shift to non-auto travel
 - ▣ 165,000 more people riding transit per day
 - ▣ 83,000 fewer cars on the road
 - ▣ 3.5 million fewer miles of auto travel per day
- Greatest reduction in GHG and toxic air pollutants
 - ▣ 1,900 fewer tons of CO₂ emissions per day
 - ▣ 568,000 fewer tons of GHG emissions per year
 - ▣ Energy savings equivalent to 600,000 gal. of gas/day

Social Equity Won't Happen by Accident

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Climate Policies

will only improve economic and racial disparities if explicitly designed to address inequality and shaped by those most impacted

Thank you!

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Affordable Housing Sustainable Communities Program

Partnerships to Advance Equitable Housing
Opportunities for All Californians

Climate Change and Housing

- ▶ Transportation-related GHGs account for 37% of California's total GHGs (2014)
- ▶ Ensuring that households of all incomes are able to live near transit and jobs is going to be crucial to any GHG reduction framework.

Why focus on affordable housing?

- ▶ Lower Income households:
 - ▶ Drive 25-30% fewer miles when living within 1/2 mile of transit than those living in non-TOD areas.
 - ▶ When living within 1/4 mile of frequent transit they drove nearly 50% less.
- ▶ Higher Income households:
 - ▶ Drive more than twice as many miles
 - ▶ Own more than twice as many vehicles as Extremely Low-Income households living within 1/4 mile of frequent transit.
- ▶ It is critical to ensure that low-income families can afford to live in these areas.

Affordable Housing and Sustainable Communities Program

- ▶ In 2015, Housing California co-led an effort to ensure that Housing was recognized as a key component of addressing climate change.
- ▶ Administered by the Strategic Growth Council and implemented by the Department of Housing and Community Development (HCD)
- ▶ The AHSC Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas ("GHG") emissions.
- ▶ Funding for the AHSC Program is provided from the Greenhouse Gas Reduction Fund (GGRF), an account established to receive Cap-and-Trade auction proceeds.
- ▶ Funding Set-Asides:
 - ▶ Fifty (50) percent of the available funds are set aside for Affordable Housing Developments, and
 - ▶ 50 percent of the available funds are set aside for projects benefitting Disadvantaged Communities. (Not mutually exclusive)

It Took A Village - Sustainable Communities For All Coalition

Coalition members

- ▶ TransForm
- ▶ CHPC
- ▶ CA Releaf
- ▶ Public Advocates
- ▶ Safe Routes to School National Partnership
- ▶ CA Bicycle Coalition
- ▶ Move LA
- ▶ Trust For Public Land
- ▶ The Nature Conservancy
- ▶ Housing CA



SC4A Coalition Activities

- ▶ Lobby Days
- ▶ Promoting Favorable Studies and Reports
- ▶ Legislative Advocacy - (Support each other's bills)
- ▶ Administrative Advocacy
 - ▶ Meeting with SGC Staff
 - ▶ Testifying at public hearing
 - ▶ Commenting on guidelines

SC4A Membership Agreement

- ▶ The 4 Agreements
 - ▶ **SC4A partners agree to operate on principle of Unanimous Consent** for all advocacy related to SC4A consensus priorities.
 - ▶ **SC4A members agree to be transparent and honest** in advancing their organizational priorities and intelligence relative to SC4A consensus priorities, either legislatively or administratively.
 - ▶ **SC4A members agree to not take any position that is in conflict with SC4A consensus positions.**
 - ▶ **SC4A members agree to be respectful to all other SC4A members** in our conduct with each other and in communications with outside parties.

SC4A Membership Agreement

- ▶ Process, Expectations and Consequences
 - ▶ Commit to a minimum level of participation
 - ▶ Negotiations with External Partners
 - ▶ Breach of Membership Agreement
 - ▶ SC4A members agree to be respectful to all other SC4A members in our conduct with each other and in communications with outside parties.

AHSC has been a success

- ▶ June 28, 2018 the Council approved \$257.5 million in cap-and-trade funding for 19 projects that will support greenhouse gas emission reductions and provide related co-benefits.
- ▶ 77 developments across the state (out of 334 applications) to invest more than \$707 million statewide.
- ▶ Reduce more than 1.8 million metric tons of CO₂ over the course of their operating lives.
- ▶ 6,331 high-quality, affordable homes for low-income Californians, with most of these homes targeted to families earning less than 50 percent of area median income.
- ▶ 78% of AHSC funds will be located within or will directly benefit disadvantaged communities identified as having the highest pollution burdens in the state.

The Future

- ▶ Hiding Under High Speed Rail
- ▶ A New Governor
- ▶ AHSC Support Campaign



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act.LA

A City of LA-based coalition of 35 member organizations



LA is transforming

- Measures R and M: \$160 billion investment in transit. Largest infrastructure project in nation.



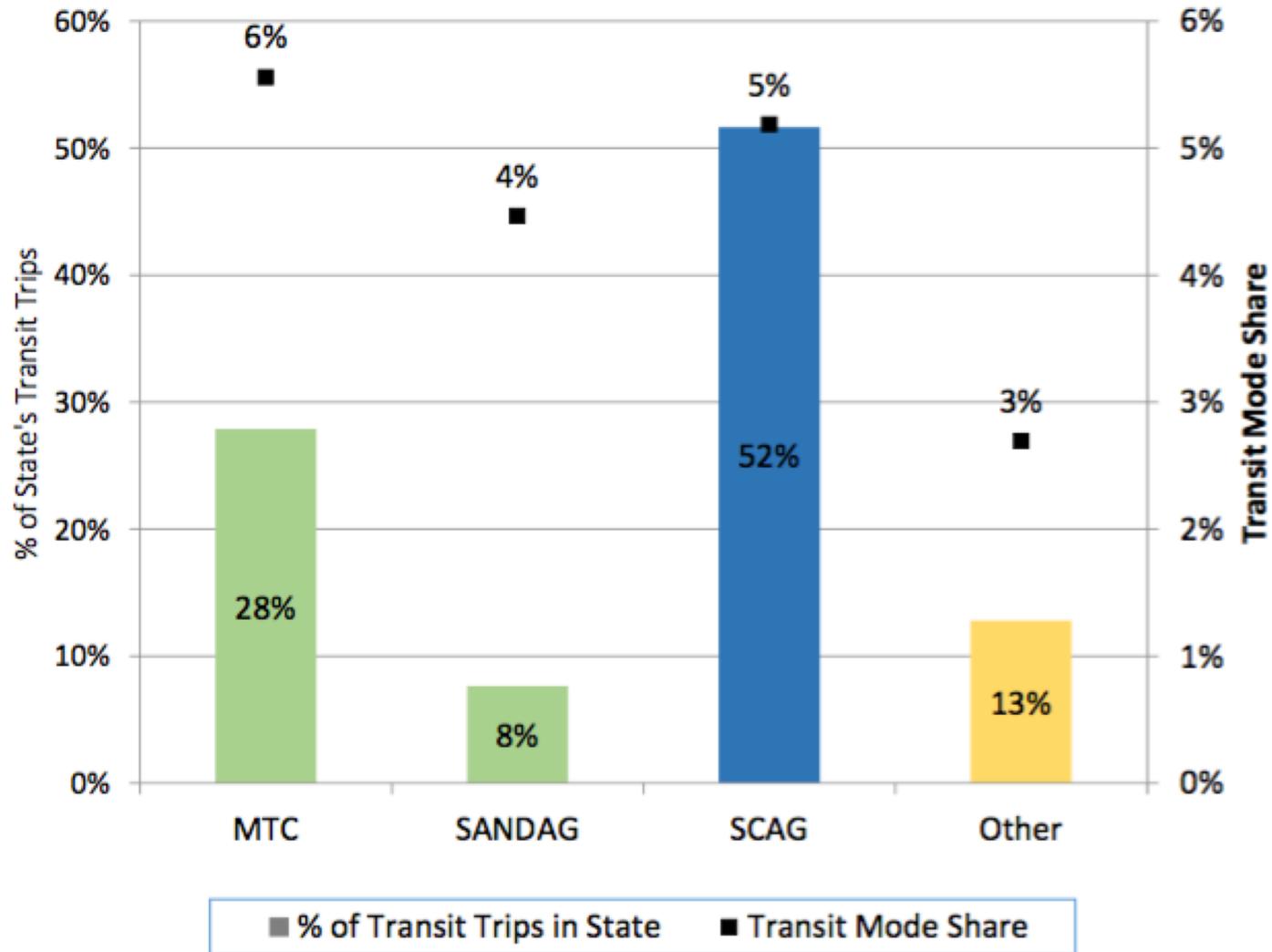
Housing Crisis

- UCLA: L.A. County least affordable rental market in country when factoring in income levels
- Metro area with greatest percentage of renters in country
- Biggest homeless population in country
- Pre-2016, transit-oriented development was for higher income households (only 2% affordable to low-income households in 2014)
- Rapidly losing affordable units, esp around transit

Transit dependent riders particularly vulnerable

- Angelenos w/in half mile of transit stops are more likely to rent, be transit dependent and are lower-income than Angelenos overall.
- About 70% of LA's regular public transit commuters make \$25,000 or less/yr; 90% are people of color
- LA's TOD areas are showing drops in regular transit riders (Reconnecting America) and ridership is dropping overall.

Relevant to State Climate Goals



Data source: 2012 California Household Travel Survey

Increase economic opportunities for local residents

Prevent displacement of core transit riders by ensuring affordable housing production *and* preservation

Promote healthy, green infrastructure

Avoid displacement. Maintain stable, healthy communities and core transit riders.

Build Better LA >> Prop JJJ



Solution: Prop JJJ

November 2016 – passed with 64% of vote

- 1) Citywide value capture. Affordable housing and workforce requirements on projects receiving zone changes and General Plan Amendments.
- 2) Established Transit Oriented Communities (TOC) program. Creating dense development with less parking and more affordable units around transit.
- 3) Community Plan updates cannot undermine affordability tools or local hire program.

JJJ Outcomes so far

- 1145 affordable units near transit during first 10 months of TOC Program, 417 for Extremely Low-Income households
- 1677 affordable units via value capture in first 1.5 years
- Community Plans and Transit Plans “baking in” affordability requirements

Solution: Planning for Equity in LA's 35 Community Plan Updates and 3 Transit Neighborhood Plans



Solution: Leverage LA Metro investments for #PeoplesTransit across County



Community Engagement & Cross-Sector Collaboration



SPRAWL IN FIRE COUNTY

How San Diego County is Getting It Wrong

SD COUNTY GENERAL PLAN

- County of SD = one of worst natural disaster areas in US – for wildfires
- New General Plan in 2010- Great Plan!
 - Compact Infill Villages bc of climate laws & fires
 - 12,000 pre-approved housing units
 - Enforceable Climate Action Plan
 - Amendments to GP are supposed to be rare & hard to get

HOW'S IT GOING?

- Climate Action Plan In Courts
 - First CAP - no enforceable measures – Supreme Court rejected
 - Second CAP – sprawl outside GP okay b/c houses net-zero & offsets
 - Offsets mostly out of county
 - SB 32-- 40% GHG reduction targets -- not matter – just buy offsets
 - More litigation - Judge has initially ruled out-of-county offsets not okay
- 10,000 new sprawl projects in Fire Country Outside General Plan
 - Housing not near jobs nor transit
 - Rationale is Housing Crisis –though no Affordable (really!)
 - Don't believe they have to reduce GHG locally – offsets fine.
 - Fires, what fires?

WHERE IS THE STATE?

- VMT going up statewide
- CARB says we must get people out of cars
- SB 32 & SB 375 targets at risk
- Human lives at risk
- Are we as state saying that offsets are the solution? We don't have to reduce GHG in CA?