

ACSC

Date: June 21, 2023

To: Rancho Cucamonga, Mayor and City Council Members

Via email, Clerk's Office: Linda.Troyan@cityofrc.us

From: Dan Titus, American Coalition for Sustainable Communities (ACSC)

Email: FutureEarthUS@gmail.com

Subject: Fiscal Year 2023/24 Preliminary Budget: Comments and Recommendations
THE CITY OF RANCHO CUCAMONGA SPECIAL MEETING AGENDA CITY
COUNCIL/FIRE PROTECTION DISTRICT, June 22, 2023 – 4:00 PM

The American Coalition for Sustainable Communities (ACSC) is a national network that opposes The United Nations 2030 Agenda for Sustainable Development and international influence in local government. We critique public policy involving social justice and climate justice narratives and how these narratives impact property rights and free markets. Our primary goal is to *sustain* our elected representative's authority, which is being usurped and abdicated away by unelected staff, agencies, boards, bodies and commissions and Indian Tribes.

With the California budget deficit approaching \$35 billion, now is not the time for Rancho Cucamonga to be investing precious city resources in developing unconstitutional ordinances to further discriminatory, "structural equity" social justice and climate justice agendas.

Recommendation: Remove the Climate Action Plan (CAP) from the budget and cancel all ordinance development in the plan. Cancel pursuing Potential Funding Sources to Support Greenhouse Gas Reduction Measures, identified in Appendix D of the CAP. Cancel unconstitutional ordinance development for the Urban Forest Management Plan by Dudek, the consultant for the forest plan.

Now that the world has transitioned from the Covid to Climate Change narrative, people have awakened to the authoritative oversteps of many governments. They are standing up to the agenda predicated on unlawful mandates and contrived states of emergency that do nothing but consolidate power and control for governments and corporatist business

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entities. Net-Zero emission goals foisted through ever changing laws Executive Orders and edicts by agencies are being challenged. In Rancho Cucamonga, we have tried to warn elected officials about supporting this dystopian narrative; however, to no avail. Staff and officials have ignored our arguments. We are in a new age. Elected representatives can no longer avoid debate and blind trust placed in staff and consultants. There is concern that those singing on to politicized agendas may experience blowback, or unintended consequences, which could have negative repercussions for political careers.

Preliminary Budget: Fiscal Year 2023/24 - Comments

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Prelude: John R. Gillison, City Manager, June 6, 2023

“It is interesting times we now live in. There is little serious debate about climate change, although it very much remains unresolved how fast things are changing and whether they are reversible.”

Mr. Gillison’s statement. “There is little serious debate about climate change”.

We disagree.

We have challenged and debated the issues of the “Climate Change-Sustainability” agenda narrative presented by The United Nations Intergovernmental Panel on Climate Change (IPCC) for the past 15 years. Locally, we have published several reports, many that have been delivered to officials and to the city manager’s office, through the clerk’s office. We are affiliated with Unite Inland Empire, which is a coalition of conservative groups in Inland Empire that communicate through monthly meetings and through a weekly radio show sponsored by Salem Broadcasting. We have social media outlets and publishing companies. Our report, *Agenda 21, Sustainable Development in California*, was hand delivered to Mr. Gillison. This report is designed to educate people about the dangerous pitfalls and potential unintended consequences related to sustainable development. The goal is to offer the other side of the argument in this regard, so that elected officials, staff and citizens have a level playing field to debate issues.

Mr. Gillison’s states, “...although it very much remains unresolved how fast things are changing and whether they are reversible.” We concur that “much remains unresolved”

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and that is precisely why we debate the issues. We don't understand the relative statement. "...whether they are reversible", in the context of his overall statement.

Opposition to the Climate Action Plan

We opposed the voluntary Rancho Cucamonga Sustainable Community Action Plan (S/CAP) that was approved in April 2017, which was financed by a grant of \$150,000 from Southern California Association of Governments (SCAG). During a workshop presented on December 16, 2017, we stated that the plan was voluntary and noted that these types of plans attempt to socially engineer have a way of getting into city general plan updates; then, codified. That is precisely what happened during the general plan update in 2021. We were falsely assured that that the plan was simply a policy document, not a regularity document.

We argued that the S/CAP was unconstitutional and that grant money typically provides money for consultants to development; however, there is no money for operations and maintenance. This causes a feedback loop for perpetual funds, much in the form of grants, which have unconstitutional terms attached to them. This is evidenced in the CAP that is now part of the General Plan. See page 6, "Potential Funding Sources".

From S/CAP to CAP

A Climate Action Plan was added to the general plan update as a "companion" to the plan. Several proposed ordinances are in the plan.

"The introduction of the Climate Action Plan states, "The City has prepared this Climate Action Plan (CAP) as a companion to the General Plan, which articulates the City's vision of a 21st century world-class community, and lays out a set of strategies to achieve the community's vision for the future. The General Plan envisions a world-class community, in part, as one that reduces its contributions to a changing climate, and commits the City to doing so through preparing, maintaining, and implementing this CAP."

Over the past several years, people have been relegated from citizens, to residents and now community members. Some documents even identify people as global citizens.

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It seems that the city of Rancho Cucamonga is going through an identity crisis. As per the general plan, the *city* is described as “world class community” and “...as one that reduces its contributions to a changing climate...”

It’s ironic that the more jurisdictions take on United Nations sustainable development goals, the further away from property rights we get.

Ordinances Proposed in Rancho Cucamonga Climate Action Plan (CAP)

Experts constantly complain about affordable housing and then turn right around and institute policy that increases housing costs. This negates the CEQA advantages for fast tracking development because it passes increased costs on to the home buyer. It’s disturbing, that the city wants to force products and support accessories in to the CAP. For example, ordinances assume the electric vehicles (EVs) are a standard in the marketplace. They are not. The market for EVs is in its infancy and there is no evidence to predict that the technology will prevail over competing technologies in the future. Promoting charging stations and infrastructure for EVs could backfire. There are competing standards. Mandating this technology is picking winners and losers. It skirts the free market. Supporting this format is like promoting Beta video cassettes over VHS video cassettes in the 1980s or CD-ROM over video streaming in 2023. The market decides what consumers want, not bureaucrats.

Page 2-3

Strategy 1.2: EV Charging at New Development

Measure(s):

- Adopt an ordinance or update the development code that is consistent with and goes beyond requirements in the 2019 California Green Building Standards Code (“CALGreen”, Title 24, Part 11) requiring new construction and major alterations to provide “EV Ready” and “EV Installed” parking spaces according to land use type.

Page 2-4

Strategy 1.4: New Off-Road Equipment

Measure(s):

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- Adopt an ordinance or update development code requiring off-road equipment (e.g., forklifts, generators) associated with the operation of new commercial and industrial development to be electric or fueled using zero emission fuels such as renewable diesel.

Strategy 1.6: Construction Vehicle Fleets

Measure(s):

- Adopt an ordinance or update development code that requires 50 percent of heavy-duty construction equipment and vehicles to be electric or use other zero emissions technology or fuels by 2030, and 75 percent by 2040.

Page 2-5

Strategy 2.1: Energy Efficiency Retrofit Program

- Adopt an ordinance that requires major renovations to include energy efficiency upgrades that would reduce building energy consumption in existing residential and nonresidential buildings.
- Adopt an ordinance or update the development code to require energy efficiency improvements at the point of sale

Page 2-7

Strategy 3.1: Zero Net Electricity for New Residential Buildings

Measure(s):

Adopt an ordinance or update development code requiring that new single- and multi-family residential development to meet a standard of zero net energy (i.e., on-site generation of energy is equal to on-site energy consumption).

Strategy 3.2: Zero Net Energy for New Nonresidential Buildings

Measure(s):

- Adopt an ordinance or update development code requiring new non-residential development to meet a standard of zero net energy.

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Strategy 12.1: Transportation Demand Management (TDM)

Measure(s):

- Adopt an ordinance or update development code requiring new development to implement TDM strategies that reduce VMT by 5 percent in new development by 2030 and 10 percent by 2030 or later.

Appendix D – Potential Funding Sources for CAP – See attached

Claim: “Implementation of GHG reduction measures to increase energy efficiency and reduce the use of nonrenewable resources will result in substantial cost-savings for the City and its residences in the long-term.”

Comment: The claim of ‘substantial cost-savings’ is subjective. Where is the proof that claims will be realized?

Claim: “The City will undergo initial start-up, ongoing administration, staffing, and enforcement costs with implementation which will require seeking cost-effective implementation and strategic funding opportunities and developing partnerships to share costs.”

Comment: This is a bold statement. It’s like putting a vehicle design into production before its ready causing expensive production delays, rework and safety recalls. “Fixing it in the mix,” is simply hope; hope is not a strategy. Start-up, ongoing administration, staffing, and enforcement costs with *implementation*? Then, seek “cost-effective implementation and strategic funding opportunities...” Only government would launch a new product this way.

Claim: To reduce the cost burden of implementation, a variety of funding sources are available to the City.

Comment: Where is the money for ongoing operations and maintenance of the program going to come from? Is the city going to continually beg for grant money?

A preliminary summary of funding and financing options are summarized in Table 4-1; however, these funding sources and programs are subject to change over time. As the

CAP is updated and monitored, the City will need to reevaluate its overall costs and funding sources available.

Recommendation: Cancel investing city resources in finding Potential Funding Sources to Support Greenhouse Gas Reduction Measures identified in Appendix D of the CAP, including, but not limited to:

- Page D1: New development impact fees and general obligation bonds.
- Page D2: PACE/HERO finance programs and Energy Efficient Mortgages (EEM). These types of programs have been shunned over the years because of fraudulent marketing practices that encumber private property to liens. Note: As of 2017, SBCTA does not endorse these programs.
- Private equity funding: claims that, “Private equity can be used to finance energy improvements, with returns realized as future cost savings.” - There are no guarantees of future cost savings, especially with the current price inflation and mismanagement by the Federal Reserve Bank.
- Page D3: Rent increases for retrofits to commercial buildings. – Really? Staff is actually presenting this a funding source?
- Community Choice Aggregation (CCA) – There will not be any revenue realized from a CCA in the Inland Empire. These programs were defeated at SBCTA in 2017 because they are flawed. Note: See letter to the city council dated, June 6, 2023, subject: Subject: Community Choice Aggregation (CCA) Resurfaces in the Inland Empire: Promoters Target Jurisdictions for Reprise of Attempt in 2017.
- CivicSpark Capacity building program: Suspend associations with this nonprofit, which seeks to undermine the relationship between elected representatives and citizens in the city. We reject this scheme and resent city resources being used to propagandize youth and nonprofits to further agendas against citizens and residents in the city.
- Urban Forest Management Plan: Cancel draft tree ordinances that Dudek has committed to in the budgeted \$250,000 to control

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Rancho Cucamonga: Regional Hegemony

On page 11, volume 1, Chapter 1; Vision & Core Values of the 2021 Rancho Cucamonga General Plan Update states:

“By creating vibrant, high value places, Rancho Cucamonga will not only ensure its fiscal sustainability and resiliency, but will also distinguish itself as the cultural and economic hub of the Inland Empire.”

We are not too sure that other jurisdictions in San Bernardino would agree with this statement given the current trajectory of centralized planning in the city, discriminatory woke, social justice, climate justice enforced through code enforcement are not appealing to liberty and freedoms enjoyed in a free market economy.

Comments on: FY 2023/24 Budget Highlights

- Fleet Transition – The City’s Climate Action Plan, adopted December 2021, set a goal of transitioning 50% of the City’s light and medium duty vehicles to electric or zero emission vehicles by 2030. FY 2023/24 is when this transition begins to move forward. Ninety percent of the vehicles budgeted for replacement during the upcoming fiscal year will be EV. Once these vehicles are placed in service, ten percent of the City’s fleet will be zero emission.

Question: Why is the city investing in an unproven technology that may not be popular in the future?

- Urban Forest Management Plan (UFMP) – Public Works will continue development efforts on the UFMP, Rooted in RC. UFMP development began in FY 2022/23 with a tree inventory, canopy coverage assessment, and wildfire risk assessment. The UFMP will be a roadmap for the City’s urban forest for the next 50 years, incorporating urban forest management best practices and greenhouse gas emission reduction goals, and making recommendations on the right tree species, in the right places, for the right reasons within Rancho Cucamonga.

Comment: Dudek, the consultant on the UFMP, will be drafting code ordinances that will encumber private property rights. These will be unconstitutional. Follow our recommendation cited on page 1 of this document. Note:

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- Red Hill Lake –The existing size and depth of Red Hill Lake poses maintenance challenges and environmental concerns. With the wildlife, the debris and waste at the bottom of the lake, and the future cost increases to reclaimed water, Red Hill Lake is not sustainable within the existing budgetary constraints. A strategic and measurable approach to these concerns would be to reduce the footprint and depth of the lake. Community support will be instrumental in the success of this project. This project is looking into the future for sustainability purposes, considering public input, and continuous improvement of maintenance and operations within Public Works.

Comment: Red Hill Park has been neglected. There is considerable erosion taking place because there is not appropriate grass coverage and maintenance taking place. The statement, “Red Hill Lake is not sustainable within the existing budgetary constraints”, is subjective and predetermined.

Special Note: Residents in the city are upset that \$250,000 was taken from special district money to finance the UFMP. They don’t understand why the city would be taking on more projects when the city can’t even manage the projects and assets currently on the books.

Attachments:

Dimensions of Sustainability – excerpt

Potential Funding Sources for CAP

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DIMENSIONS OF SUSTAINABILITY:

When Considering Smart Growth Planning
Policies and Greenhouse Gas Reductions

**This report was prepared for elected officials and their staff by
American Coalition for Sustainable Communities (ACSC)
September 2012**

DIMENSIONS OF SUSTAINABILITY

- 1. *Financial sustainability~***
Can the strategies reduce GHG emissions within the IPCC \$50 expenditure range maximum per ton?
- 2. *Economic sustainability~***
Can the strategies be implemented without impairing economic growth, job creation or poverty reduction?
- 3. *Political sustainability~***
Will the strategies have public support and compliance?
- 4. *Environmental sustainability~***
Do the strategies have the potential to materially reduce GHG emissions from automobiles?

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LETTER OF INTRODUCTION

September 2012

American Coalition for Sustainable Communities has compiled this report, in order to support cities in their efforts to comply with California state mandated bills: *The Global Warming Solutions Act of 2006 (AB32)* and *The California Sustainable Communities and Climate Protection Act of 2008 (SB375)*.

California cities are required to update their general plans to comply with new planning paradigms that include growth management, integrated land use and transportation plans, greenhouse gas (CO₂) (GHG) reductions, climate mitigation plans, and the provision of housing that will meet different income levels.

When considering growth management and its outcomes, elected officials and their staffs' focus has been dominated by one dimension of sustainability; how growth and greenhouse gas (CO₂) will impact the environment. However, successful environmental sustainability depends upon positive effects of all the dimensions mentioned within this report; specifically financial, economic, and political sustainability.

“Strategies must be cost-effective and must not materially impede economic growth or unreasonably intrude on people’s lifestyle choices, or they could be rejected by the public.”¹ ~ Wendell Cox

This report looks at the State’s prescribed Sustainable Communities Strategies through the lens of all the dimensions of sustainability.

DIMENSIONS OF SUSTAINABILITY

1. **Financial sustainability** concerns affordable GHG (CO₂) reductions.
2. **Economic sustainability** assumes that GHG (CO₂) reduction strategies will not impair economic growth, job creation or poverty reduction.
3. **Political sustainability** requires that GHG (CO₂) reduction strategies will be acceptable to the public.
4. **Environmental sustainability** pertains to growth strategies that would have reasonable impacts on the environment.

City officials, staff and planners are seeking expertise to help them devise a comprehensive general plan that will meet all of these new requirements. These experts include, but are not limited to, a mix of state and federal agencies like CARB, Department of Finance, Caltrans, and the EPA, DOT and HUD as well as non-governmental organizations (NGOs) like the American Planning Association, Smart Growth Network, ICLEI, and the Urban Land Institute.

These agencies and NGOs provide abundant resources, tools, analysis, and statistics that support the cities’ diligent efforts to incorporate transit oriented development and smart growth/compact development into their general plans for the purposes of GHG (CO₂) reduction targets.

Our research focuses specifically on claims made by smart growth experts about the anticipated benefits and outcomes these strategies would have upon sustainable growth management, and how they would affect housing affordability, transportation, and GHG (CO2) emissions.

While analyzing these claims through a wider lens of dimensions of sustainability, we often found the data to be contradictory and raised concerns that these prescribed growth management strategies would neither meet anticipated outcomes nor be financially, economically, politically and environmentally conducive for cities' long-term health.

The intent of this report is to briefly highlight

1. the CLAIMS put forth by state and federal agencies and/or NGOs on a particular topic,
2. present documented objective FACTS from credible sources that contradict the claims, and
3. SUMMARIZE the data.

Finally, we are asking that elected officials, staff and planners

1. regard all dimensions of sustainability when considering the implementation of smart growth planning policies and GHG (CO2) reductions and
2. use the updated facts in this report to assess or reassess the merits of growth management plans, proposals and grants.

Thank you,

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Although many valuable resources were used to create this report, the primary resource is *Reducing Greenhouse Gases from Personal Mobility: Opportunities and Possibilities¹*; a policy report published by the Reason Foundation in 2011 and authored by Wendell Cox.

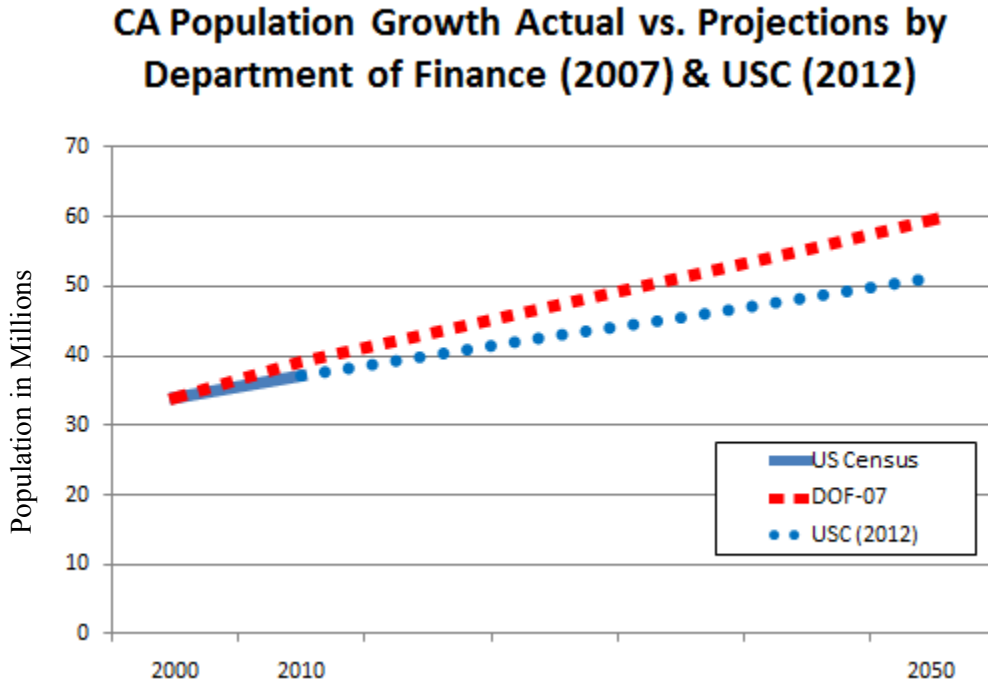
<p>Wendell Cox is principal of Wendell Cox Consultancy (Demographia), an international public policy firm and specializes in urban policy, transport and demographics. He has provided consulting assistance to the United States Department of Transportation and was certified by the Urban Mass Transportation Administration as an "expert" for the duration of its Public-Private Transportation Network program (1986-1993). He has consulted for public authorities in the United States, Canada, Australia and New Zealand and for public policy organizations and lectured widely. He serves as visiting professor at the Conservatoire National des Arts et Metiers (a national university) in Paris, where he lectures on transport and demographics.</p>
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POPULATION GROWTH PROJECTIONS

CLAIM: California State population will grow from 36.5 million in 2006 to 60 million in 2050. ~ California Department of Finance, 2007

FACTS:

Population growth is foreseen as much slower in these projections than was indicated by the official state population projections issued in 2007 by the state Department of Finance (DOF).



Source: CA Department of Finance 2007 and USC 2012

- The Department of Finance expects population to hit 44.1 million in 2020, the USC study estimates 44.1 million in 2028.¹
- The Department of Finance expects population to hit 50 million in 2032, the USC study estimates 50 million in 2046 (14 years later).²

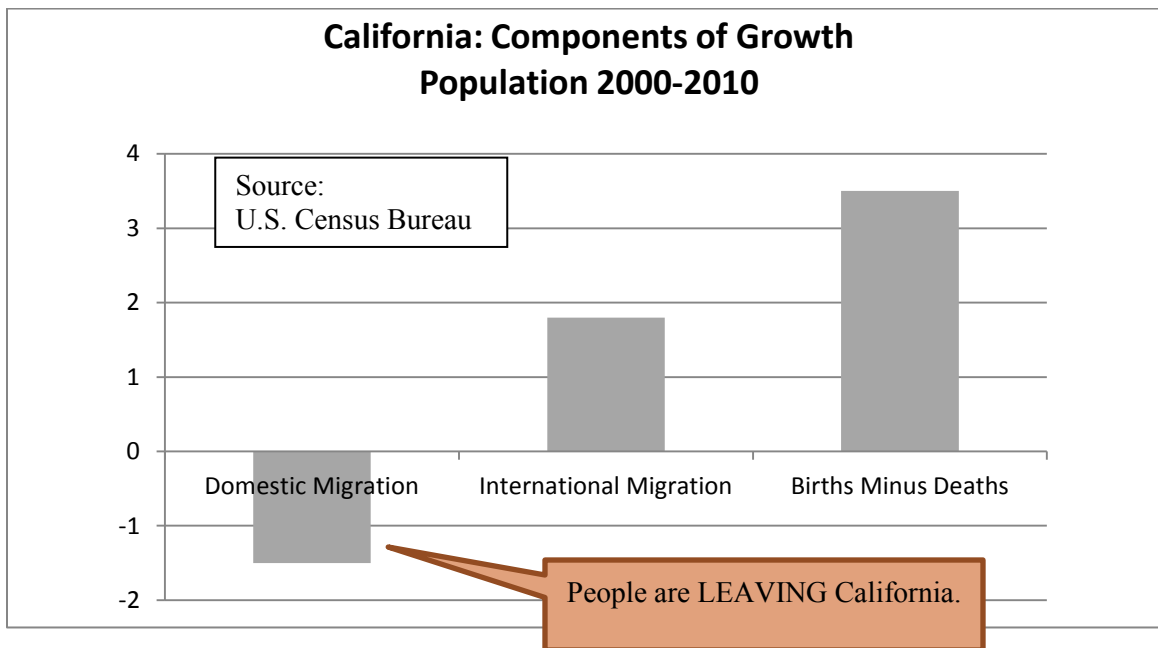
SUMMARY:

As this chart shows, the US Census population growth projection is less than anticipated by the CA Dept. of Finance. We need to examine the ‘need’ to implement substantial changes in urban, suburban and rural densities proposed in smart growth policies.

COMPONENTS OF POPULATION GROWTH

CLAIM: *Losses due to domestic migration were more than offset by gains from foreign immigration and natural increase (excess of births over deaths)... ~ Public Policy Institute of California*

FACTS:



Source: www.newgeography.com

- “California’s loss was greater than the population of its second largest municipality.”¹
- “More Californians moved away than lived in 12 states at the beginning of the decade.”²
- “Among the net 6.3 million interstate domestic migrants in the nation, nearly one-quarter fled California for somewhere else.”³

SUMMARY:

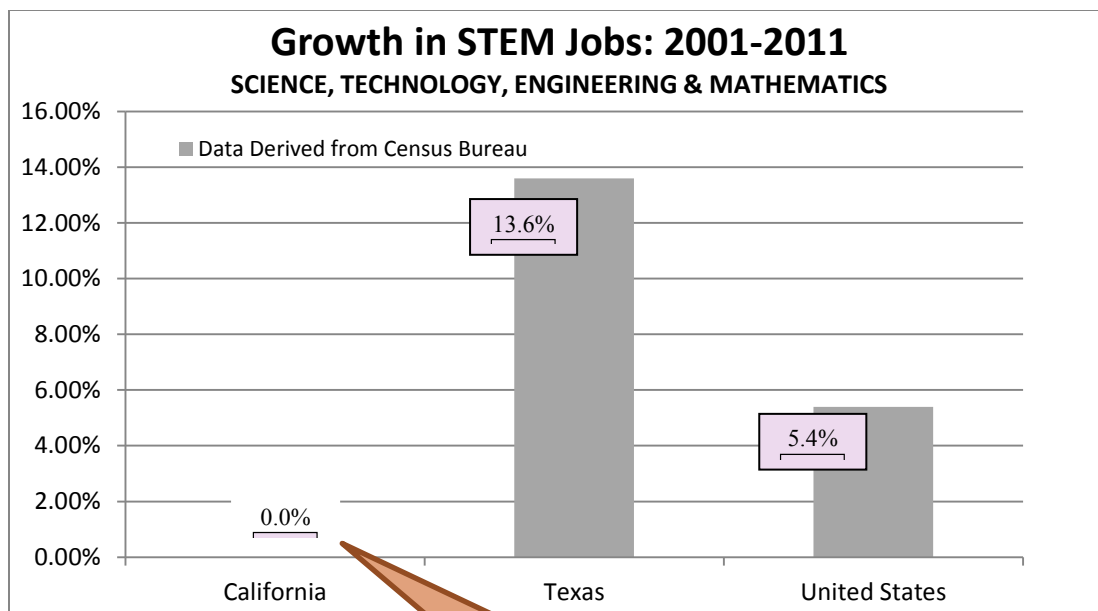
“California is growing because there are more births than deaths and the state had a net large influx of international immigration over the past decade. At the same time, the state has been hemorrhaging residents.”⁴ ~ Demographia and the Praxis Strategy Group

COMPONENTS OF JOB GROWTH

CLAIM: *California leads the way with job growth. ~ Silicon Valley / San Jose Business Journal*

FACTS:

- California is the most anti-business friendly state in the country due to high taxes, excessive regulations, forced unions and bloated public payrolls. California ranks 49th for “business tax climate” and 48th for “economic freedom.”¹
- The number of companies leaving California per week in 2009 was one; in 2010, 3.9 per week; and in 2011, 5.4 per week.²
- Unless California changes its business environment by reducing taxes and regulations on businesses, we will remain at the bottom of the state rankings.³
- California anticipates having an \$8.4 billion shortfall for its FY2013 budget which includes a \$3.4 billion gap carried forward from FY2012. “The Great Recession that started in 2007 caused the largest collapse in state revenues on record. State budgets continue to be a drag on the national economy...reducing the job creation that otherwise would be expected to occur.”⁴



Source: www.newgeography.com

Lost JOBS = Lost REVENUES

SUMMARY:

California needs jobs and must improve the environment for businesses in order to supply those jobs. STEM jobs that once boosted the State’s economy are leaving because it is too cumbersome and expensive to do business in California. A business-friendly environment would bring employers back to the state, which would bring jobs and increase tax revenues.

SMART GROWTH POLICIES AND HOUSING AFFORDABILITY

CLAIM: *Smart growth, through its regional approach to development and its goal of increasing choices in housing and transportation, can improve the quality, distribution, and supply of affordable housing.* ~ Smart Growth Network and U.S. EPA

FACTS:

- Prescriptive planning strategies are often recommended when trying to control sprawl.
- The table below is from a report by Costs of Sprawl. The table indicates that for 7 in 10 of the recommended land use tactics there is a potential for housing prices to rise.

Prescriptive Planning Policies & Housing Affordability		
	Strategy	Potential to Increase Housing Prices
1	Regional Urban Growth Boundaries	YES
2	Local Urban Growth Boundaries	YES
3	Regional Urban Service Districts	YES
4	Local Urban Service Districts	YES
5	Large Lot Zoning in Rural Areas	YES
6	High Development Fees & Extractions	YES
7	Restrictions on Physically Developable Land	YES
8	State Aid Contingent on Local Growth Zones	
9	Transferable Development Rights	
10	Adequacy of Facilities Requirements	

Source: Burchell, R.W., Lowenstein, G., Dolphin, W.R., Galley, C.C., Downs, A., Seskin, S., and Moore, T., *Cost of Sprawl—2000*.

- “The loss of housing affordability disproportionately disadvantages minority households, due to their generally lower incomes. California’s Thomas Rivera Policy Institute, a Latino research organization, raised concerns about the impact of compact development on housing affordability.”¹

“Whether the Latino homeownership gap can be closed or projected demand for homeownership in 2020 be met, will depend not only on the growth of incomes and availability of mortgage money, but also on how decisively California moves to dismantle regulatory barriers that hinder the production of affordable housing. Far from helping, they are making it particularly difficult for Latino and African American households to own a home.”²

SUMMARY:

“Compact development is associated with restrictions that lead to higher housing prices and a loss of housing affordability. Compact development policies prohibit development on large areas of otherwise buildable land by strategies such as urban growth boundaries, building moratoria and other growth controls.” ~ Wendell Cox

LIVABILITY AND COMMUNITY PREFERENCES

CLAIM: “Smart Growth” concepts include many amenities that future buyers are expressing preferences for.” ~ Western Riverside Council of Governments (WRCOG)

FACTS:

2011 Community Preferences Survey National Association of Realtors						
The data have been weighted by gender, age, race, region, metropolitan status, and Internet access. 2,071 adults nationally--37% Democrat, 30% Independent, 27% Republican, 4% something else						

	City downtown, with a mix of offices, apartments, and shops	City more residential neighborhood	Suburban Neighborhood with a mix of houses, shops, and businesses	Suburban Neighborhood with houses only	Small Town	Rural
Which of the following best describes the place where you live?	5%	19%	26%	19%	14%	16%
If you could choose where to live, in which type of the following locations would you most like to live?	8%	11%	28%	12%	18%	22%

	Single Family Detached House	Single Family Attached House or Town House	Apartment or Condo	Mobile Home
Right now, if you could choose, which of the following would you prefer to live in?	80%	7%	8%	2%

	Lot Size	Commute to Job	Privacy	Schools
Top Priorities in deciding where to live.*	61% prefer larger lots	59% would opt for a longer commute to live in a single family home	87% feel privacy is a top priority	75% put schools as a top priority

Source: The 2011 Community Preferences Survey, www.brspoll.com

- *“While walkability is seen as a desirable attribute by most, majorities of Americans are willing to live in communities where they have to drive most places if it means they would have larger lots with more distance from neighbors.”¹ ~ Community Preferences Survey
- “Younger people who are unmarried tend to prefer the convenience of smart growth, walkable communities. Subdivision-type communities appeal more to middle-aged, married couples.”² ~ Community Preferences Survey

- “Those on both ends of the socio-economic scale tend to prefer smart growth communities while those in the middle are more drawn to sprawl-type communities.”³ ~ Community Preferences Survey
- “In general, adults’ current housing situations reflect their preferences. Those who live in housing-only suburbs, small towns, and rural areas prefer more spread out, less walkable communities, whereas urban residents and those who live in suburbs with a mix of housing and businesses prefer more walkable, smart growth communities.”⁴ ~ Community Preferences Survey

SUMMARY:

People have different community preferences based on their stage in life. Young, single professionals have different lifestyle wants and needs than young families, empty-nesters, seniors or farmers and ranchers. Providing housing for these different lifestyles should be generated by free-will and market conditions. It should not be something that is mandated by government.

“Self-selection is the tendency for people to choose residential locations that facilitate their preferred lifestyles, rather than changing their lifestyles based upon where they live.”⁵ ~ David Brownstone, UC Irvine

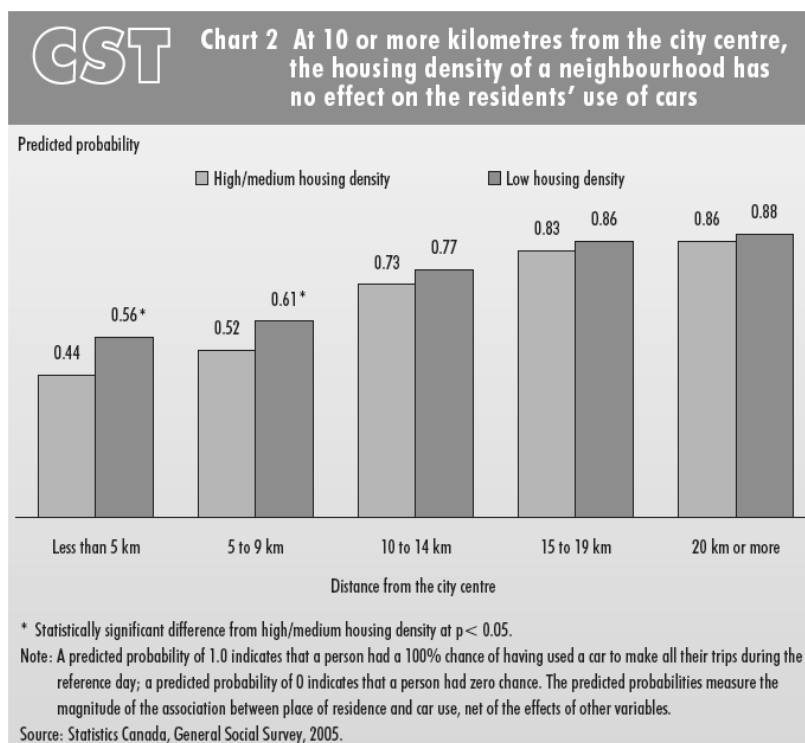
TRANSPORTATION CHOICES AND POPULATION DENSITY

High Density and Car Usage

CLAIM: *Higher-density development is a key element to creating walkable communities and providing more transportation options. ~ Smart Growth Network*

FACTS:

“At 10 or more kilometers from the city center, the housing density of a neighborhood has no effect on the residents’ use of cars.”¹ ~ Statistics Canada



- “Above 10 kilometers from the city center, [...], the impact of neighborhood density on automobile use dwindles until it almost vanishes. Although the chart appears to show that neighborhoods with low density are different than those with medium/high density at more than 10 kilometers from the city core, this difference is not statistically significant.”²

SUMMARY:

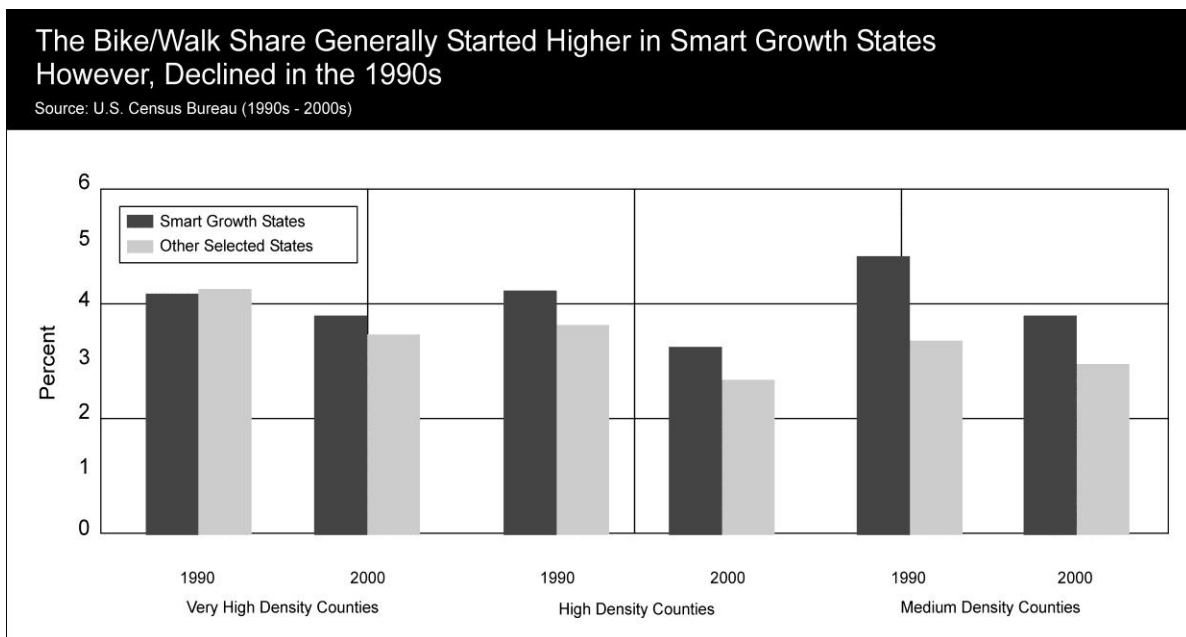
“...beyond 10 kilometers from the city center, the fact that a neighborhood was mainly composed of single family or semi-detached houses rather than apartments was not correlated with greater or less automobile use.”³

Americans like driving their cars. People like the convenience and comfort of them and will always need personal transportation to get from point A to point B. Distance, lack of convenience, and the prohibitive cost of building public transportation have been the stumbling blocks for decades in implementing an economical network of public transportation choices. Ironically, transit funds are often derived from automobile use taxes.

High Density and Bike Commute Usage

CLAIM: *Given that smart growth programs typically provide bike lanes, bike racks, sidewalks, and priced parking, they should increase the share of bike/walk commutes or at least retard its decline. ~ Lincoln Land Institute*

FACTS:



Source: Lincoln Institute of Land Policy—Evaluating Smart Growth, a research project in late 2006 to evaluate the effectiveness of smart growth policies. The analysis focused on four states with well-established statewide smart growth programs (Florida, Maryland, New Jersey, and Oregon) and four states (Colorado, Indiana, Texas, and Virginia) that offered a range of other land management approaches. http://www.flod.com/research/general_tod/evaluating_smart_growth.pdf, p.21

- As this Figure indicates, “... while the bike/walk share was generally higher in the smart growth states, its share declined over time and was essentially **unrelated to population density.**”⁴

SUMMARY:

“Overall biking/walking mode share is in decline, with 600 of the 692 jurisdictions experiencing percentage decreases in this mode of travel between 1990 and 2000...”⁵

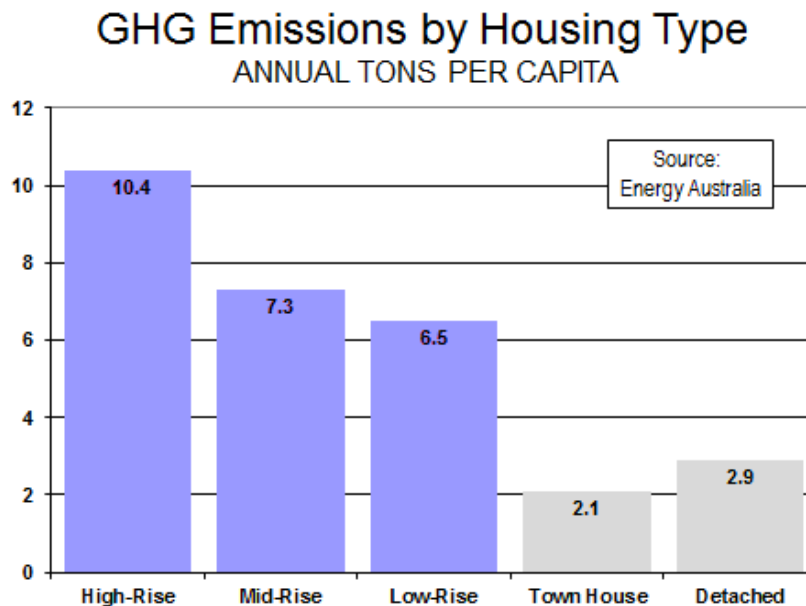
Biking and walking paths/trails (though desired amenities) are still being proposed at a construction cost of around \$26,000/mile plus \$1600/year for maintenance. Meanwhile, roads used for shipping of goods and getting people to work will need repairs averaging “\$78.9 Billion over the next 10 years.”⁶

RESIDENTIAL GREEN HOUSE GAS EMISSIONS

CLAIM: *Residences in auto-oriented suburban areas produce greater GHG emissions than higher-density areas. ~ Driving and the Built Environment / Moving Cooler*

FACTS:

- “In perhaps the most comprehensive spatial research to date, the *Australian Conservation Foundation*¹ allocated virtually all of the nation’s GHG emissions to households based upon their residential location. The surprising result was that, all things considered, **GHG emissions per capita were higher in more compact areas than in suburban areas, where there is more driving and where there is more detached housing.**”²



- When determining energy costs, “the authoritative source, the *Residential Energy Consumption Survey (RCES)* includes only energy use reflected on residential utility bills, but excludes the common energy consumed in higher density housing.”³

SUMMARY:

This Australia study found that when measuring GHG production **per capita**, lower density housing produced less than higher density housing when common energy was included. Costs of common energy must be considered. “Common energy is used for elevators, air conditioning, heating, water heating, building lighting, and commonly provided heating, cooling and water heating.”⁴

HIGHER DENSITIES, CONGESTION AND GHG EMISSIONS

CLAIM: *The higher densities are intended to reduce the amount of driving, as measured by vehicle miles of travel (VMT). GHG emissions are generally presumed to be reduced by a corresponding percentage. ~ Wendell Cox*

FACTS:

- “Research indicates a substantially **diminishing rate of GHG reduction** as traffic congestion increases.”¹

Comparison of a 30-minute Trip in Average and Congested Conditions			
	Less Congested Conditions	Congested Conditions	Difference
Trip Time Assumed (Minutes)	30.0	30.0	0.0%
Average Speed (MPH)	41.9	15.8	-62.2%
Distance Traveled (VMT)	21.0	7.9	-62.2%
Fuel Consumed (Gallons)	0.56	0.49	-11.9%
Miles per Gallon	37.3	16.0	-57.2%
GHG Grams (Trip)	6,225	5,496	-11.7%

Source: Treiber, M., Kesting, A., Thiemann, C., *How Much Does Traffic Congestion Increase Fuel Consumption and Emissions?: applying a fuel consumption model to the NGSIM Trajectory Data, 2008.*

SUMMARY:

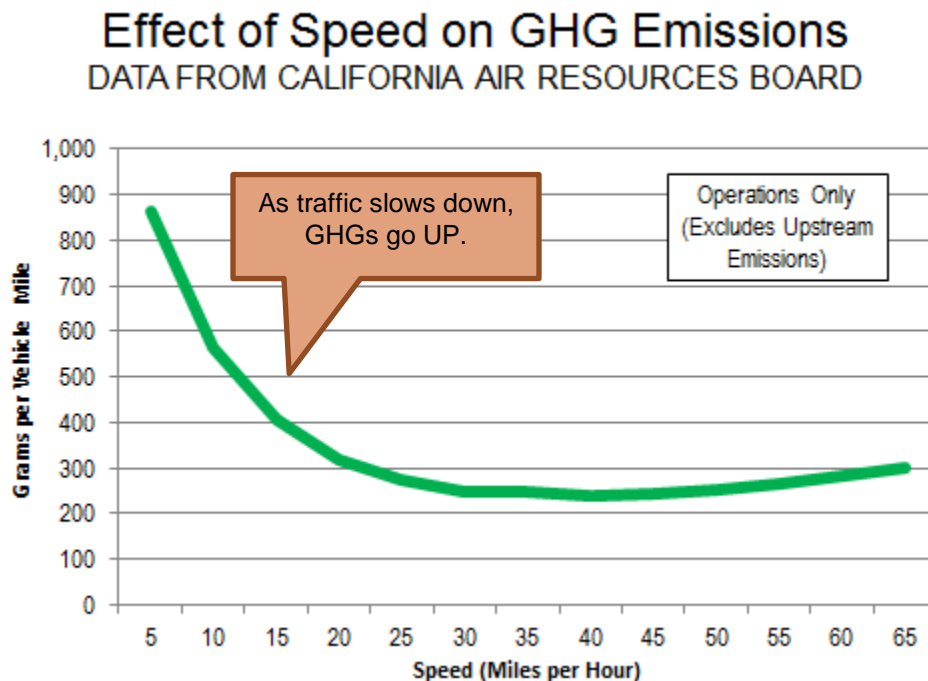
A 30-minute trip in congested conditions was found to reduce distance travelled (VMTs) 62%, “due to slower speeds and more stop and start operation.”² This data also indicates that as traffic congestion increases, speeds decline and GHG reductions are far less.

“The mobility research indicates that this additional travel time would retard economic growth. The slower travel times would raise costs for trucks, delivery vans and on-site services (such as plumbers).”³ ~ Wendell Cox

COMPLETE STREETS AND AUTOMOBILE GHG EMISSIONS

CLAIM: Complete streets are good for air quality. Poor air quality in our urban areas is linked to increases in asthma and other illnesses. ~ National Complete Streets Coalition

FACTS:



Source: California Air Resources Board

- “...as traffic congestion becomes more severe, local air pollution (“criteria” pollutants, such as carbon monoxide, volatile organic compounds and NO_x) become more intense, which increases the health hazards that justified auto environmental standards in the first place.”¹

SUMMARY:

- “As vehicle speeds decline, GHG emissions increase, regardless of the distance driven.”²
~ CA Air Resources Board

HOUSING COSTS ASSOCIATED WITH SMART GROWTH POLICIES

CLAIM: *Many growth management policies improve the supply and location of affordable housing [...], thereby increasing the desirability of the community and thus the price of housing. ~ The Brookings Institution Center on Urban and Metropolitan Policy*

FACTS:

- In a study by the Reason Foundation to determine what the housing costs associated with smart growth policies would be by 2050 it was “estimated that additional consumer expenditures for (smart growth) housing would exceed \$1.5 trillion (2010\$) annually...”
- Using the GHG emission reductions from *Moving Cooler* which would be approximately 78,000,000 tons, rendered expenditure per ton of GHG emissions at \$19,700. **This is nearly 400 times the IPCC maximum expenditure of \$50/GHG ton.**

U.S. Housing Penalty Associated with Compact Development Policies: 2050	
	Annual 2050
Higher House Prices & Mortgage Payments	\$1,450,000,000,000
Higher Rent Payments	\$90,000,000,000
Total Additional Expenditures	\$1,540,000,000,000
Annual GHG Tons Removed	78,000,000
Additional Consumer Expenditures per GHG Ton Removed	\$19,700
IPCC Maximum Expenditure per GHG Ton Removed	\$50
Times IPCC Maximum Expenditure (\$50/GHG Ton)	394
Projected Gross Domestic Product 2050	\$41,260,000,000,000
Additional Expenditures as a Share of GDP	3.7%

For Methodology see Reason Foundation Policy Study 388 by Wendell Cox, November 2011. Sources include US Census, American Community Survey, IPCC, Moving Cooler, Goldman Sachs, and National Association of Realtors

- “The California experience was used for this study and is appropriate as a base for projection for two reasons:
 1. California housing prices are well above the national average. However, this differential has developed since 1970. As late as 1971, California housing prices were similar to the national average.
 2. William Fischel has associated the increase in California housing prices relative to the nation with its stronger land use regulation. Fischel found that the rise in California housing prices from 1970 relative to the nation could not be explained by factors such as higher construction cost increase, population growth, quality of life, amenities, the state’s property tax reform initiative (Proposition 13), land supply or water issues.”¹

SUMMARY: *“Compact development policies would result in a massive rearrangement of the economy and composition of the GDP and possible economic disruption. The potential for housing market distortions to produce economic distress is illustrated by the recent experience of the Great Recession, which was closely related to unprecedented house price inflation and deflation, much of it in California.”² ~ Wendell Cox*

CLAIM: *Smart growth programs, regulations and incentives will lead to lower development costs and housing prices. ~ Urban Land Institute*

FACTS:

Many policies of smart growth/compact development can only be achieved through incentives, waivers, government mandates, regulations or fees (taxes). Regulations impact the cost of development in California both in time and money which is ultimately passed on to the consumer.

According to a survey conducted by the *National Association of Home Builders*, “...on average, regulations imposed by government at all levels account for 25.0 percent of the final price of a new single-family home built for sale.”¹

	Share with zero cost	Share with positive cost	Normal add-ons (such as carrying costs and retrain on equity) where regulatory costs are positive
A. During Development			
Cost of applying for zoning / subdivision approval	10%	90%	points on acquisition loan + interest from application to time lot is sold to builder + developer profit
Costs incurred after approval / before construction (impact fees, environmental mitigation, etc)	5%	95%	points on development loan + interest from 1/2 time between approval and time lot is sold to builder + profit
Value of land dedicated / left unbuilt	19%	81%	same as above
Costs of complying with changes in development standards (setbacks, road widths, etc)	13%	87%	same as above
B. During Construction			
Added cost due to changes in construction codes / standards over the past 10 years	6%	94%	points on construction loan + interest from 1/2 time between start and sale + brokers fees + builder profit
Permit, hook-up, impact or other fees paid by builder	8%	92%	same as above

Source: Survey used to generate the NAHB/Wells Fargo HMI, April 2011

The following are a few examples of California regulations that affect the economic, environmental and social justice parameters of community development:

ECONOMIC

- AB32 —When California’s Cap & Trade market begins, it will have devastating economic consequences for all of California businesses including potential loss of output, and jobs. Indirect business taxes and labor income is substantial and significant to the tune of billions of dollars, while California will only collect around \$1billion in carbon offsets

- Development Fees—are fees that are imposed at the local level on developers and then passed on to the consumer of the homes or businesses.
- Community Facilities Districts or Community Development Districts (Mello Roos Taxes)— These districts impose additional tax burdens on property owners for various bond funding of streets, water, sewage and drainage, electricity, infrastructure, schools, parks, and police protection.

ENVIRONMENTAL

- Open Space Preservation—Every county and city is mandated by the state to adopt an open space element into its general plan. These plans place regulatory limits on the types of uses which may be pursued in agricultural areas in order to prevent the conversion of agricultural lands to non-compatible uses. (Government Code section 65910)

EQUITY (SOCIAL JUSTICE)

- SB375—Regional Transportation Plans (RTP) must consider transportation, housing and GHG emissions in planning a region’s growth. It claims it will reduce air pollution, improve public health and shorten commutes. Many of these assumptions are addressed in this report.

SUMMARY:

Excess regulation and government interference on federal, state, and regional levels, lead to **increased** costs to citizens and reduces local control for strong cities.

The ‘three pillars’ model of sustainable development (economic, environmental, and social equity) put forth by the American Planning Association and other proponents of smart growth is flawed and will not lead to cities’ long-term health and prosperity.

Instead, elected officials, staff and planners must adopt the four dimensions of sustainability (financial, economic, political, and environmental) to capture long-term opportunity, growth, and stability.

SOURCES

LETTER OF INTRODUCTION

¹ Cox, W., Reason Foundation Policy Study 388, *Reducing Greenhouse Gases from Personal Mobility: Opportunities and Possibilities*. November 2001, http://reason.org/files/reducing_greenhouse_gases_mobility_development.pdf

In the Reason Foundation Policy Report, Mr. Cox seeks to “assess the relative merits of specific policies intended to reduce GHGs from automobiles”.

The Reason Foundation Report also states,

- “The two most prominent reports on this approach (*Driving and the Built Environment* and *Moving Cooler**) predict that compact development could reduce GHGs from autos by between 1% and 9% between 2005 and 2050. Though *Driving and the Built Environment* acknowledges that there will still be significant increase in overall driving (VMT).”**
- “Advocates of compact development believe that people must materially change their behaviors and living conditions to reduce GHG: automobile use must be reduced and urban densities must be increased.”

*Note on *Moving Cooler*—U.S. EPA uses the results from this study when making statements about Climate Change mitigation and adaptation. <http://epa.gov/dced/climatechange.htm>

“The intent of the *Moving Cooler* study is to assess the potential effectiveness of a broad variety of transportation strategies—under a wide variety of different assumptions—to reduce greenhouse gas emissions. This study was not intended to result in any specific recommendations about the direction of transportation and climate change policies.” *Urban Land Institute*

**Note on *Moving Cooler*’s GHG impact scenarios—The GHG emission reductions from *Moving Cooler*’s compact development scenarios were similar to those of *Driving and the Built Environment* from 1% in the 43% densification scenario, 3% in the 64% densification scenario and 5% in the 90% densification scenario in 2030. In 2050, the GHG emissions would be 2% in the 43% densification scenario, 5% in the 64% densification scenario and 9% in the 90% densification scenario.

POPULATION GROWTH PROJECTIONS

¹ Population Dynamics Research Group in the Sol Price School of Public Policy at the University of Southern California

² Ibid.

COMPONENTS OF POPULATION GROWTH

¹ Cox, W., *The Export Business in California (people and jobs)*, 2012, www.newgeography.com/content/002818-the-export-business-california-people-and-jobs

² Ibid.

³ Ibid.

⁴ Ibid.

COMPONENTS OF JOB GROWTH

¹ <http://www.aei-ideas.org/2011/07/companies-are-leaving-california-in-record-numbers-and-it-might-get-worse/>

² Ibid.

³ Ibid.

⁴ McNichol, E., Oliff, P., and Johnson, N., *States Continue to Feel Recession’s Impact*, *Center on Budget and Policy Priorities*, March 21, 2012.

SMART GROWTH POLICIES AND HOUSING AFFORDABILITY

1. Cox, W., Reason Foundation Policy Study 388, *Reducing Greenhouse Gases from Personal Mobility: Opportunities and Possibilities*. November 2001, http://reason.org/files/reducing_greenhouse_gases_mobility_development.pdf
2. Lopez-Aqueres, W., Skaga, J., and Kugler, T., Housing California's Latino Population in the 21st Century: The challenge ahead, http://www.trpi.org/pdfs/housing_ca_latinos.pdf

LIVABILITY AND COMMUNITY PREFERENCES

1. *The 2011 National Association of Realtors Community Preferences Survey*, www.brspoll.com
2. Ibid.
3. Ibid.
4. Ibid.
5. <http://onlinepubs.trb.org/onlinepubs/sr/sr298brownstone.pdf>, p.2

Households choose their residential (and work) locations based, among other things, on their preferences for different types and durations of travel. The observed correlations between higher density and lower VMT may just be due to the fact that people who choose to live in higher density neighborhoods are also those that prefer lower VMT and more transit or non- motorized travel. If this is the case, then forcing higher densities may not lead to anywhere near the reduction in VMT 'predicted' by observed correlations. ~ David Brownstone, UC Irvine

TRANSPORTATION CHOICES AND POPULATION DENSITY

1. <http://www.statcan.gc.ca/pub/11-008-x/2008001/article/10503-eng.htm#7>
2. Ibid.
3. Ibid.
4. Ibid.
5. http://www.parks.ca.gov/pages/1324/files/how_much_will_that_trail_cost_fri2007.pdf
6. Ibid.

RESIDENTIAL GREEN HOUSE GAS EMISSIONS

1. Australian Conservation Foundation, http://www.propertyoz.com.au/library/RDC_ACF_Greenhouse-Report.pdf
2. Cox, W., Reason Foundation Policy Study 388, *Reducing Greenhouse Gases from Personal Mobility: Opportunities and Possibilities*. November 2001, http://reason.org/files/reducing_greenhouse_gases_mobility_development.pdf
3. *Residential Energy Consumption Survey*, <http://www.eia.doe.gov/emeu/recs/>
4. Myers, P., O'Leary, R., and Helstroom, R., Energy Australia. & O'Leary, R., and Helstroom, R., *Multi Unit Residential Buildings Energy and Peak Demand Study*, https://www.basix.nsw.gov.au/information/common/pdf/alts_adds_req/energy_mu_study.pdf

HIGHER DENSITIES, CONGESTION AND GHG EMISSIONS

1. Cox, W., Reason Foundation Policy Study 388, *Reducing Greenhouse Gases from Personal Mobility: Opportunities and Possibilities*. November 2001, http://reason.org/files/reducing_greenhouse_gases_mobility_development.pdf
2. Ibid.
3. Ibid.

COMPLETE STREETS AND AUTOMOBILE GHG EMISSIONS

¹ Cox, W., Reason Foundation Policy Study 388, *Reducing Greenhouse Gases from Personal Mobility: Opportunities and Possibilities*. November 2001,
http://reason.org/files/reducing_greenhouse_gases_mobility_development.pdf

² CA Air Resources Board, <http://www.arb.ca.gov/msei/onroad/downloads/pubs/co2final.pdf>

HOUSING COSTS ASSOCIATED WITH SMART GROWTH POLICIES

¹ Cox, W., Reason Foundation Policy Study 388, *Reducing Greenhouse Gases from Personal Mobility: Opportunities and Possibilities*. November 2001,
http://reason.org/files/reducing_greenhouse_gases_mobility_development.pdf

² Ibid.

STATE AND FEDERAL REGULATIONS AFFECTING COMMUNITIES

¹ <http://www.nahb.org/generic.aspx?sectionID=734&genericContentID=161065&channelID=311>

ABOUT US

American Coalition for Sustainable Communities is an organization comprised of members who live in the Southern California Region. Our coalition is sincerely committed to educating California elected officials and their staff and planners about the unanticipated consequences of smart growth. Email: americancoalition4sc@gmail.com

Our coalition is affiliated with *Americans Protecting Property Rights*.

Americans Protecting Property Rights (APPR) is a non-partisan volunteer group organized to expose the comprehensive plan to gradually erode our rights to private property through excessive environmental, economic, and social justice regulations.

For elected officials who are seeking to address environmental, economic, and social challenges, APPR advocates for common sense approaches that protect rights to property, assuring prosperity and preventing costly outcomes. Unlike stakeholders with questionable interests, APPR promotes individual rights to property that add value to the local community ensuring a strong foundation for long-term opportunity, growth, and stability.

Co-Founders:
Darcy Brandon
Barbara Decker
Mary Baker

Mary Baker writes articles for her blog, *Exurbia Chronicles*. Her topics include sustainable development, smart growth, land use, environmentalism, property rights, and life in exurbia. www.exurbiachronicles.com

Darcy Brandon is a landscape architect in Southern California. She has 25 years of experience in the trade and during that time has seen an increasing number of regulations that are affecting the building industry.

Potential Funding Sources

Implementation of GHG reduction measures to increase energy efficiency and reduce the use of non-renewable resources will result in substantial cost-savings for the City and its residences in the long-term. The City will undergo initial start-up, ongoing administration, staffing, and enforcement costs with implementation which will require seeking cost-effective implementation and strategic funding opportunities and developing partnerships to share costs. All measures with potential for significant costs will be brought to City Council for consideration and approval.

To reduce the cost burden of implementation, a variety of funding sources are available to the City. A preliminary summary of funding and financing options are summarized in **Table 4-1**; however, these funding sources and programs are subject to change over time. As the CAP is updated and monitored, the City will need to reevaluate its overall costs and funding sources available.

Table D-1 Potential Funding Sources to Support Greenhouse Gas Reduction Measures

Funding Source	Description
For City Operations	
California Department of Resources Recycling and Recovery (CalRecycle)	<ul style="list-style-type: none"> ■ CalRecycle grant programs allow jurisdictions to assist public and private entities in management of waste streams. ■ Incorporated cities and counties in California are eligible for funds. ■ Program funds are intended to: <ul style="list-style-type: none"> ● Reduce, reuse, and recycle all waste. ● Encourage development of recycled-content products and markets. ● Protect public health and safety and foster environmental sustainability.
California Air Resources Board (CARB)	<ul style="list-style-type: none"> ■ CARB offers several grants, incentives, and credit programs to reduce on-road and off-road transportation emissions. Residents, businesses, and fleet operators can receive funds or incentives depending on the program. ■ The following programs can be utilized to fund local measures: <ul style="list-style-type: none"> ● Air Quality Improvement Program (Assembly Bill (AB) 118) ● Loan Incentives Program ● California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project
Transportation-Related Federal and State Funding	<ul style="list-style-type: none"> ■ For funding measures related to transit, bicycle, or pedestrian improvements, the following funding sources from the Southern California Association of Governments (SCAG) and San Bernardino Transportation Authority (SBCTA) may be utilized: <ul style="list-style-type: none"> ● Sustainability Planning Grant Program ● Fixed Guideway Capital Investment Grants ● Job Access and Reverse Commute and New Freedom Programs ● Enhanced Mobility of Seniors & Individuals with Disabilities ● Transportation Development Act
New Development Impact Fees	<ul style="list-style-type: none"> ■ These types of fees may have some potential to provide funding for proposed programs and projects.
General Obligation Bond	<ul style="list-style-type: none"> ■ A general obligation bond is a form of long-term borrowing and could be utilized to fund municipal improvements.

Table D-1 Potential Funding Sources to Support Greenhouse Gas Reduction Measures

Funding Source	Description
Other Funding Mechanisms for Implementation	<ul style="list-style-type: none"> ■ Grants may be available from the Strategic Growth Council (SGC) or the State Department of Conservation (DOC) to fund sustainable community planning, natural resource conservation, and development, and adoption.
For Community Operations	
Southern California Edison (SCE)	<ul style="list-style-type: none"> ■ SCE is one of the utilities participating in the Go Solar initiative. ■ A variety of rebates are available for existing and new homes. ■ Photovoltaics, thermal technologies, and solar hot water projects are eligible. ■ Single-family homes, commercial development, and affordable housing are eligible.
Property-Assessed Clean Energy (PACE)	<ul style="list-style-type: none"> ■ The PACE finance program is intended to finance energy and water improvements within a home or business through a land-secured loan, and funds are repaid through property assessments. ■ Municipalities are authorized to designate areas where property owners can enter into contractual assessments to receive long-term, low-interest loans for energy and water efficiency improvements, and renewable energy installation on their property. ■ Financing is repaid through property tax bills. ■ San Bernardino Association of Governments (SANBAG) has implemented the Home Energy Renovation Opportunity (HERO; a PACE program) in the County to assist residents in financing residential energy efficiency and solar retrofits.
Clean Vehicle Rebate Program	<ul style="list-style-type: none"> ■ Individual, fleet operators, local government entities, and businesses can apply for rebates for purchases of plug-in electric hybrids (PHEVs), battery electric vehicles (BEVs), fuel-cell electric vehicles (FCEVs), and other non-highway, motorcycle and commercial BEVs.
Low Carbon Fuel Standard – Zero Emission Vehicle (ZEV) Infrastructure Crediting	<ul style="list-style-type: none"> ■ The 2018 Low Carbon Fuel Standard (LCFS) amendments added a ZEV infrastructure crediting provision to the LCFS (section 95486.2) designed to support the deployment of ZEV infrastructure. The ZEV infrastructure provision covers Hydrogen Refueling Infrastructure (HRI) and Direct Current (DC) Fast Charging Infrastructure (FCI). In addition to generating LCFS credit for dispensed fuel, the eligible hydrogen station, or DC fast charger can generate infrastructure credits based on the capacity of the station or charger minus the quantity of dispensed fuel. Credits can be monetized by selling them to companies that need credits or by selling them in the annual state-run auction.
Energy Upgrade California	<ul style="list-style-type: none"> ■ Program is intended for home energy upgrades. ■ Funded by the American Recovery and Reinvestment Act, California utility ratepayers, and private contributions. ■ Utilities administer the program, offering homeowners the choice of one of two upgrade packages—basic or advanced. ■ Homeowners are connected to home energy professionals. ■ Rebates, incentives, and financing are available. ■ Homeowners can receive up to \$4,000 back on an upgrade through the local utility.
Federal Tax Credits for Energy Efficiency	<ul style="list-style-type: none"> ■ Tax credits for energy efficiency can be promoted to residents.
Energy Efficient Mortgages (EEM)	<ul style="list-style-type: none"> ■ An EEM is a mortgage that credits a home's energy efficiency in the mortgage itself. ■ Residents can finance energy saving measures as part of a single mortgage. ■ To verify a home's energy efficiency, an EEM typically requires a home energy rating of the house by a home energy rater before financing is approved. ■ EEMs typically are used to purchase a new home that is already energy efficient, such as an ENERGY STAR® qualified home.
Private Funding	<ul style="list-style-type: none"> ■ Private equity can be used to finance energy improvements, with returns realized as future cost savings.

Table D-1 Potential Funding Sources to Support Greenhouse Gas Reduction Measures

Funding Source	Description
	<ul style="list-style-type: none"> ■ Rent increases can fund retrofits in commercial buildings. ■ Net energy cost savings can fund retrofits in households. ■ Power Purchase Agreements (PPA) involve a private company that purchases, installs, and maintains a renewable energy technology through a contract that typically lasts 15 years. After 15 years, the company would uninstall the technology or sign a new contract. ■ On-Bill Financing (OBF) can be promoted to businesses for energy-efficiency retrofits. Funding from OBF is a no-interest loan that is paid back through the monthly utility bill. Lighting, refrigeration, heating, ventilation, and air conditioning, and light-emitting diode streetlights are all eligible projects.
Community Choice Aggregation (CCA) Revenue	<ul style="list-style-type: none"> ■ Community Choice Aggregation (CCA) programs are governmental entities formed by cities and counties to procure electricity for their residents, businesses, and municipal facilities. ■ Revenue generated by a CCA program may be used to fund or incentivize GHG reduction measures.
Housing Rehabilitation Loan Programs	<ul style="list-style-type: none"> ■ Critical Home Repair Program through Habitat for Humanity provides home improvements for low-income homeowners to improve home efficiency, safety, and accessibility. ■ The U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) program provides communities with resources to address redevelopment needs, specifically for home rehabilitation. ■ HUD also administers the HOME program, providing grants to improve affordable housing opportunities and conditions.
General Funding and Staff Capacity	
CivicSpark Program	<ul style="list-style-type: none"> ■ Supports sustainability-focused research, planning, and implementation projects throughout California by providing public agencies and other organizations with capacity building support and community engagement ■ Provides volunteer engagement through AmeriCorps fellows to provide added staff capacity for eleven months
California Climate Investments (CCI)	<ul style="list-style-type: none"> ■ CCI is the statewide initiative that provides funds from the Cap-and-Trade program for GHG reducing projects and programs. ■ Funds can support a variety of projects including affordable housing, renewable energy, public transportation, zero-emission vehicles, environmental restoration, sustainable agriculture, recycling, and more. ■ Numerous State programs listed above are funded by CCI; however, the program continues to evolve and is updated by the State periodically to include new or modified programs.

Source: Ascent Environmental, Inc. 2021

SUSTAINABILITY

Sustainability is artificial scarcity under the guise of conservation. It is a behavior modification scheme through social engineering. At it's core, it is worldwide rationing. It is using less of everything:

Less food

Less water

Less energy

Less mobility

Less choice

Less freedom

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Sustainability is Rationing

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