



# **Strategic Growth Council Meeting Materials**

**June 3, 2014**



# California Strategic Growth Council

## June 3, 2014 Meeting Agenda

Cal/EPA Sierra Hearing Room  
1001 I Street, Sacramento, CA 95814  
1:00 PM – 4:00 PM

webcast: <http://www.calepa.ca.gov/Broadcast/>

Start	#	Agenda Item	Speaker
1:00	1.	Call to Order	Ken Alex, Chair
1:05	2.	<b>ACTION:</b> Approval of March 3 Council Meeting Minutes	Council
1:10	3.	<b>INFORMATION:</b> Introduce new SGC staff members: Denny Grossman and Suzanne Hague	Mike McCoy, SGC
1:20	4.	<b>INFORMATION:</b> Executive Report	Mike McCoy, SGC
1:35	5.	<b>INFORMATION:</b> Council Communications and Updates	Council
2:00	6.	<b>ACTION:</b> Approval of Round 3 of Prop. 84 Urban Greening Grant Program Recommendations for Funding	Polly Escovedo, CNRA
2:30	7.	<b>ACTION:</b> Approval of Round 3 of Prop. 84 Sustainable Communities Planning Grant and Incentives Program Recommendations for Funding	David Thesell, Dept. of Conservation and Allison Joe, SGC
3:00	8.	<b>PRESENTATION:</b> Infill Finance Report by Economic & Planning Systems, Inc. (EPS): Initial Findings and Next Steps	Allison Joe, SGC; Walter Kieser, EPS; Linn Warren, California Housing Finance Agency (CalHFA)
3:30	9.	General Public Comments	
4:00	10.	Meeting Adjourned	Ken Alex, Chair

All times indicated and the order of business are approximate and subject to change. Public comment is taken prior to a vote on any agenda item as well as at the end of the meeting. If you wish to speak, please fill out the provided comment card. Prior to making your comments, please state your name for the record and identify any group or organization you represent. Depending on the number of individuals wishing to address the council, the Chair may establish specific time limits on presentations.

The meeting agenda and accompanying action item materials will be posted on the Strategic Growth Council website at [www.sgc.ca.gov](http://www.sgc.ca.gov) 10 calendar days prior to the meeting. To receive future notices for the Council meetings please sign up for the SGC list serve at [www.sgc.ca.gov](http://www.sgc.ca.gov).

The meeting location(s) are accessible to people with disabilities. Please contact Adrienne Orilla at (916) 322-1028 or [Adrienne.Orilla@opr.ca.gov](mailto:Adrienne.Orilla@opr.ca.gov) if you require special assistance to participate in the meeting. Any person who wishes to request this notice or other meeting materials in an alternative format, requires translation services, or needs any disability-related modification or accommodation, including auxiliary aids or services, which would enable that person to participate at the meeting must make that request at least 7 days prior to the meeting date by contacting: [Adrienne.Orilla@opr.ca.gov](mailto:Adrienne.Orilla@opr.ca.gov).

For more information, please contact Adrienne Orilla at the Strategic Growth Council, 1400 Tenth Street, Sacramento, California 95814, (916) 322-1028 or [Adrienne.Orilla@opr.ca.gov](mailto:Adrienne.Orilla@opr.ca.gov).



# **Agenda Item #1**

## **Call to Order**



There are no printed materials for this agenda item.



## **Agenda Item #2**

**ACTION:** Approval of March 3 Meeting  
Minutes



# California Strategic Growth Council

**March 3, 2014 Meeting Minutes--DRAFT**

**Council Members Present:**

Chair Ken Alex, Director, Governor's Office of Planning and Research (OPR); Vice-Chair Bob Fisher, Public Member; Secretary John Laird, California Natural Resources Agency (CRNA); Secretary Matt Rodriguez, California Environmental Protection Agency (CalEPA); Secretary Diana S. Dooley, California Health and Human Services Agency (CHHS); Deputy Secretary Kate White, Environmental Policy and Housing Coordination, California State Transportation Agency (CalSTA); Undersecretary James N. Undersecretary Goldstene, Business, Consumer Services and Housing Agency (BSCH); Deputy Secretary Jim Houston, Legislation and Public Engagement, California Department of Food and Agriculture (CDFA)

**1:08 p.m.**

**Agenda Item #1: Call to Order**

Chair Alex called the meeting to order.

**Chair Alex:** Welcome Kate White, Deputy Secretary of Environmental Policy and Housing Coordination for the California Transportation Agency. We welcome Jim Houston, Deputy Secretary of Legislation and Public Engagement, on behalf of Secretary Karen Ross of the California Department of Food and Agriculture (CDFA). We are happy to add CDFA to the Strategic Growth Council.

**Agenda Item #2: Remarks by New SGC Member Agency: California Department of Food and Agriculture (CDFA)**

**Deputy Secretary Jim Houston, Legislation and Public Engagement, CDFA:**

Secretary Ross has a conflict; otherwise she would be here. There's a lot of synergy between the work of CDFA and SGC. It was two years ago that I learned about the SGC and it was through our work with the Health in All Policies and Farm-to-Fork work. The Secretary's priorities and where she thinks we can help is really going to be focused on rural areas and the needs of those communities and their planning needs. Sometimes the needs of those in rural areas are different than for those in urban areas. The connection of that and where our food is grown and accessibility to food is something that is really important to all Californians. We are learning how this all fits together. The drought highlights the need for sustainable planning that integrates climate change adaptation to provide better access to food. We are also looking forward to work in areas we do not even know about yet, particularly transportation.

**1:10 p.m.**

**Agenda Item #3: ACTION: Approval of the December 11 Council Meeting Minutes**

Councilmember Laird motioned. Councilmember Rodriquez seconded the motion. The motion passed unanimously.

Yes-No-Abstain: 8-0-0

**1:12 p.m.**

**Agenda Item #4: Discussion: Executive Report**

**Mike McCoy, SGC Executive Director:** Thanks to the High-Speed Rail Authority, we have recruited, interviewed, and selected a Regional Advanced Mitigation Planning (RAMP) Coordinator. Dennis Grossman, from Washington D.C. and the former Chief Ecologist of the nation's Nature Conservancy, will be serving as the RAMP Coordinator. Denny has extensive experience in this field.

**Chair Alex:** Grossman said the High-Speed Rail regional advanced mitigation is the most important regional advanced mitigation project in the world.

**McCoy:** In other news, we have three studies that the SGC staff is assisting with. One is a public finance policy barriers study being conducted by Caltrans. Another is a private-public possibilities study being done by a private consultant engaged by Caltrans. Third is a study at UC Davis looking at the question of "How do we bring regional advanced mitigation to scale?" to make it the new norm.

**Undersecretary James N. Undersecretary Goldstene, Business, Consumer Services and Housing Agency (BSCH):**

Please explain RAMP.

**McCoy:** General rule of thumb, mitigate on-site in-kind for impacts to biology. This resulted in more than 12,000 EIR's filed. That means that are 12,000 little mitigation sites all around the state. Around the early 1990s, biologists felt that this was not amounting to what it should. Regional Advanced Mitigation Program is taking more of an aggregate approach to find truly meaningful biological preserves to integrate into those projects.

Secretary Batjer at GovOps has indicated willingness to collaborate on public schools construction department within the Department of General Services.

Regarding barriers to infill, we are continuing to wait the completion of the study the Council authorized last fall. I'll let Bob Fisher provide an update later. He has met with the group.

Regarding infrastructure planning, the Council is required by statute to review and comment on the Five-Year Infrastructure Plan, and what that means, is what we are trying to determine. This investment should be consistent with the State Planning Priorities and the Environmental Goals and Policy Report should there be one. We have sampled a number of departments in different agencies and have found a number of different methodologies to look at proposals to go into the budget. In the current budget, that exceeds \$56 billion in infrastructure. It's a sizable investment and it should probably be consistent with what we are trying to accomplish in the state. We want to try and bundle that together to try to get a thorough understanding of what the landscape looks like today in terms of practice. We want to come up with some options for you about how to advertise what is being done today, or normalize what is

being done today. I think we still don't have an answer to Secretary Rodriguez's question, about what are the options. We will come back to you when we do.

**Vice Chair Fisher:** I read the Five-Year Infrastructure Plan and there are a lot of things that are not included in that plan. Transportation funding is generally separate. As is High Speed Rail. There was nothing in the plan regarding water infrastructure, K-12 schools, energy grid. The amount of capital spending in the state is way beyond \$56 billion per year, I am sure. I think this group has a role, and when I joined this group, it was because it was going to focus on strategic growth of the state. We can't do that until we get all this funding in total. I would like to ask staff to put together a list in general, large buckets, where the infrastructure spending in California is going on and then I think we can start to dial down on that and look at what is the criteria for that spending, does it comply with the state's planning objectives and the state's environmental policies. I think this will give us a view to the big picture and I also think we need to understand performance metrics. Are performance metrics being used, for example, in our transportation spending? I think this group has the perspective to do this. No one else is looking at all the infrastructure spending and I think we are spending too much not to do it well. I just encourage us to think as big as possible then we can focus down.

**Chair Alex:** This area has traditionally being the domain of the Department of Finance and I don't think will be easily relinquished. That being said, understanding the nature and extent of infrastructure spending initially, and then trying to figure out where the places this council could have an input and impact would be extremely valuable.

**Councilmember Rodriguez:** I agree with Vice Chair Fisher to "think big." I think the intent is to have this Council, who influence a lot of infrastructure planning, and to use the Council to influence the plan to and bring the viewpoint of the various agencies to the plan to influence the plan. What is the best way to influence the plan? It does reflect on the mission of the SGC and I look forward to hearing more about ways to do this.

**McCoy:** I agree with Member Fisher that understanding the breadth of infrastructure spending is needed. We started closer to home with the member agencies here, but there is no doubt that large expenditures from departments not represented, such as education. We will come back with some options, and hopefully in the meantime get some input from all of you.

**Councilmember Laird:** The Finance Department was going to issue the five-year infrastructure plan before Proposition 30 appeared on the ballot. It was a wise call to delay the plan after the passage of Prop. 30. It is not politically accomplishable to spend so much. Strategic growth is not just much better for the transportation and the environment, but consider framing it as a strategy for us to be more economical.

**Councilmember Dooley:** Maybe I misunderstood Bob's question. I thought he wanted to look at what is currently being spent on infrastructure and look through the lens of strategic growth. Asking for clarification.

**Councilmember Laird:** If it's inventory of what exists, it's not a big deal.

**McCoy:** This is an inventory. If you look at need, just the deficit need in transportation alone.

**Councilmember Dooley:** If you look at need, I would invoke an often used phrase by Governor Brown: “Desires are endless. I vow to cut them down.”

**Councilmember Laird:** It’s a rare moment when Zen and Finance overlap.

**McCoy:** We will look at the framework and report back to you periodically. With regards to implementation of plans, the Metropolitan Planning Organization (MPO) Self-Assessment process is winding down, the final draft is being written and we will get an update later today.

With regards to local governments implementing the UrbanFootprint module, which is very popular, I would say more than 60% of California’s population is in an area being planned using the module. The new milestone is that UC Davis has the model and has designed a curriculum with the Office of Planning and Research to begin classes by the end of this month. They will be training a pilot group of land use planners from MPOs and cities to learn and utilize the UrbanFootprint module. We are working toward making this a publicly available tool for planning throughout the state at little to no cost.

Friday was the deadline for Round three for Sustainable Communities Planning Grants. We have 89 proposals totaling almost \$42 million in requests, competing for about \$16 million. We will have panels of three read, score, and rank the proposals. We will return to the June meeting with our recommendations for the rewards.

Likewise, the Urban Greening program has \$22 million in its last round. And they received concept proposals from 189 entities totaling \$125 million in requests. 66 were invited to full proposal to compete for the \$22 million, which will be coming to you in June as well.

With regards to outreach, we continue to support the Sustainable Communities Learning Network, the California Resources Sustainability Inventory, and other tools and information sites where our grantees and others can swap ideas with each other.

On geospatial data, Terry Watt has been added to the group of people we’re consulting with on the business of how do we create something that’s truly interactive, web-based, has data and tools of users to organize, analyze and share information.

With regards to High Speed Rail station area planning, HSRA has given SGC another position to recruit for a senior planner to work especially in the San Joaquin Valley, consulting with communities who are directly and indirectly affected by High Speed Rail. We will be coming back with that candidate very soon.

There will be updates on the Funding Wizard which is Agenda Item 8.

**1:38 p.m.**

#### **Agenda Item #5: Discussion: Council Communications and Updates**

**Chair Alex:** Are there updates from councilmembers?

**Councilmember Laird:** The budget has come out since this group met last. We at Resources are looking at sustainable land stewardship and there is money in the Governor's budget in the Cap and Trade Proposal for agricultural land preservation that might have to come through the SGC. I just want to put that on people's radar. We also have the Parks Forward process and the first pieces of that report will be coming out in draft in April. The idea is trying to accomplish what comes out of that process in the budget a year from now. RAMP got mentioned, ag land preservation in Cap and Trade, wetlands and fish and wildlife was referenced in Cap and Trade. We are looking at mitigation banking and the different things it takes to implement that on an administrative level. Across all these different places, we are looking to see how are public lands are sustainable and provided stewardship.

Regarding the drought, a week ago we were in Willits and Ukiah. This week we will be meeting in Merced, and we are meeting with groups all across the state. The last meeting of this group was six days after the last rainstorm where we went 52 days since we got any rain. If you look at the percent of snowpack, we were at the same level of 1977, the previous record drought. We at the state and federal level were given zero percent allocation to the State Water Project. Low flows mean questionable salinity levels in the San Francisco Bay and not having it come in the delta. In 2013, we had zero fires that CalFire fought in the month of January. In 2014, we had over 425 fires; even had two fires in Humboldt County, one of the wettest places traditionally in the universe. The Governor issued his declaration of state of emergency and I think its important to understand one thing. Some people default to their traditional politic positions: this is choosing one group over another, nothing in the water system, laws, allocations, thought we would have a level this low. What we are doing is balancing the system at a historically low level. If we had released the water we were supposed to release for salinity in fish in February and March, there is a chance we would not have any water at all in September and October to release to keep the fish alive that we released in February and March. With the public, it is very difficult to understand the direness of the situation.

**Vice-Chair Fisher:** I wanted to give a update on infill finance work that has been going on for several months. The SGC has engaged EPS (Economic Planning Systems) to prepare an assessment for infill development infrastructure financing options that consider real world development test cases. This is largely a result of the loss of redevelopment financing. We decided to look at what the world would look like without redevelopment. There are four test cases going on: Bay Area in Concord, Sacramento, Fresno, and Los Angeles in Southgate. The consultant is looking at current financing mechanisms, alternative financing mechanisms, and potential new revenue streams and funding sources. We had a meeting in San Francisco to ground truth the initial findings in making final recommendations. The consultant will likely be coming to the Council in June to present the report and make recommendations. The unintended consequences of cutting off redevelopment has made infill development much more difficult and the development is moving to the fringe.

The Governor is certainly not trying to push out infill development and towards sprawl. Hopefully we will have some recommendations. Steinberg had a bill last year, not sure on status. We would have to recognize in lieu of infill financing, we are getting the kind of growth we don't want.

**Chair Alex:** SB 1 is a two-year bill. I suspect redevelopment will be part of the discussion. OPR updates include several documents in progress: the EGPR, General Plan Guidelines updates, revising CEQA Guidelines, replacing Level of Services with alternative metrics and measures for traffic delay and congestion per SB 743. We encourage your participation, and you can sign up to the OPR listserv to receive updates.

**Vice-Chair Fisher:** How are we considering water in the General Plan Guidelines update?

**Chair Alex:** There are multiple areas under general planning laws that involve water-related issues. As are climate change considerations in the general plan guidelines.

**Councilmember Laird:** There was a naive assembly member who wanted to get a water element on the general plan. There are requirements, but only in developments of 500 units or more. There are efforts to integrate that but it still is a very open question. The CEQA guideline update is against existing law. Can we get the underlying law to change?

**Vice-Chair Fisher:** Is this an opportunity for Laird and Alex to support?

**Councilmember Laird:** We are not free agents. We will have to see how it fits in the general scheme of things.

**Chair Alex:** There are specific plans with the Water Action Plan and plans with groundwater and climate change recharge. There are serious discussions going forward.

**Houston:** CDFA and Ag Innovations Network are working on assessment for farm worker housing and transportation needs. We are looking statewide and in the Central Valley to identify infrastructure needs. This will inform planning decision-making. CDFA is hosting a roundtable to understand hunger among agricultural and rural communities. CDFA is looking at the San Joaquin Valley Partnership with Secretary Dooley, to understand the synergy between planning and agriculture.

**1:53 p.m.**

**McCoy:** There were two more pages to the Executive Report, with quarterly updates on Health in All Policies. I want to recognize the staff for their leadership in coordination and collaboration in that group.

**1:54 p.m.**

#### **Agenda Item #6: Transportation Agency Reports**

**Deputy Secretary Kate White, Environmental Policy and Housing Coordination, California State Transportation Agency (CalSTA):** Secretary Kelly was pulled into a trade meeting in Mexico City and Undersecretary Annis is at a hearing today about the same issue.

We are a new agency and we were born on July 1, 2013. CalSTA consolidated eight different departments including HSRA, Caltrans, DMV, and CHP bringing them under one State Transportation Agency. It was under the reorganization of the state's agencies—the largest since 1968. Secretary Kelly wanted to take the opportunity of the reorganization to determine our priorities for investment, which led to the development of the California Transportation Infrastructure Priorities (CTIP) interim report and recommendations. The Governor called for the second report: State Smart Transportation Initiative (SSTI), which is an external assessment of Caltrans. We have a six-month contract with SSTI to form recommendations for action. Both reports are online: [www.calsta.ca.gov](http://www.calsta.ca.gov)

The vision of the CTIP work group:

- Transportation Vision
  - Efficient flow of people and goods on a well-maintained system that is operating at optimal performance.
  - Fast, clean, efficient, and convenient alternatives to vehicular travel, and provide cleaner vehicles on our roads
  - State and local transportation investments must yield a single transportation system to meet our shared objectives

According to the survey, biking, walking and transit use have doubled within the last decade. But 75% of trips are still made by single occupant vehicles. What do we need to invest in to really make a change? We have been doing soul searching to determine the state's role in the world of decentralized local transportation investments that happen in our state with our regional transportation organizations and our MPO's. Consensus – we need an integrated system. We need to move beyond mobility and safety. Mobility should include not just access by cars, but multimodal transportation. Sustainability should be a third objective in the state's transportation system.

Five core concepts to improve the state's transportation system: preservation, innovation, integration, funding, and reform.

On preservation, we have learned that state's transportation system is reaching or exceeding its original useful life. We have 40, 50, 70 year-old highway systems and infrastructure that needs to be repaired. We spend a lot of money on expansion there is a huge gap—seven billion a year—to bring the current system up to date. There is an emphasis on “fix it first” and making our current system operate more efficiently before expansion. There is an opportunity to use more energy efficient materials and equipment. I know Chair Alex has been interested in the pavement replacement materials. Can we think about porous material to prevent runoff, et cetera?

Secondly, innovation. Innovative approaches to transportation and environmental challenges. We have discussed RAMP for a long time. We are focusing on technology to improve the performance of our transportation system so we can get more about what we have. On High Speed Rail, we have several examples to look at throughout the world to use the best strategies and best practices. We are also looking at providing modes of travel that are faster and cleaner than traditional modes and using viable alternatives to driving.

Third concept is integration. SB 375 was a game changer by integrating multimodal transportation, housing and commercial development with open space and the state needs to catch up. Because of SB 375, which is a state law, regions were in the innovative drivers of how to grow sustainably. The state needs to work with those regions and be an integrated part. There is a need to integrate statewide transportation planning with regional transportation planning. For example, integrate transportation planning for freights and bus lines to support interregional travel.

The fourth concept is funding. There are many benefits of cleaner vehicles include energy efficiency, greenhouse gas reductions, improved air quality, but it also means we are seeing a drop off of fuel excess tax and gas tax. What are some new forms of funding for transportation. Before we go to the taxpayers for a bond or additional funding, we need to develop a long-term vision for that money. Also,

since the transportation sector produces 40% of the state's GHG emissions, there is funding in the budget for transportation.

2014-15 Governor's Budget:

- Cap and Trade Funds
  - Rail modernization - \$300 million
  - Sustainable Communities - \$100 million
  - Clean Vehicle Programs - \$200 million
- Transportation Loan Repayment:
  - Local streets and roads - \$100 million
  - Highway pavement and maintenance - \$137 million
  - Traffic management systems - \$100 million
  - Active transportation - \$9 million
  - Environmental mitigation - \$5 million
- Appropriate Bond Dollars:
  - \$793 million local transit
  - \$160 million Amtrak intercity rail service
- Reinvest bond savings: \$113 million

Ongoing Work: New revenue sources for transportation

- Voter threshold for local sales taxes: looking into feasibility of lowering this
- Mileage-based user fee: pay based on how much you drive
- Pricing assets: fees and tolls
- Goods movement
- STIP Performance Measures

Reform: With the reform effort, SSTI has been looking for many months at Caltrans. SSTI completed over 100 interviews of external and internal stakeholders for Caltrans assessments. Key findings include:

- Mission, vision and goals not aligned with current conditions or demands
- Skills and practices that do not match modern demands
- Managerial systems and practices inadequate to motivate, hold accountable, foster innovation; one director called it a "culture of resignation"
- Many strengths: dedication or leadership and staff to public service; open to embracing change

SSTI Recommendations:

1. New Mission, Vision, Goals
2. Match Investments to Policy Goals
3. Utilize new Agency
4. Align Resources to Goals
5. Reform guidance and operating procedures
6. Strengthen strategic partnerships
7. Focus on freight, interest in CARB Freight Resource Management report
8. Improve communication
9. Manage for performance, long term outcomes for state's transportation system.
10. Foster innovation and evolution, needs to be a culture shift.

**Chair Alex:** Thank you very much. SGC and OPR are working closely with Caltrans and Transportation Agency. This is a very important and difficult task that is being undertaken. The report was tough but fair, and we look forward to helping in this process.

**Vice-Chair Fisher:** You listed ten recommendations. What are your priorities?

**Deputy Secretary White:** The recommendations are broken out into immediate actions in the next few months, then some mid- to longer-term recommendations. Some of the immediate actions are a new mission and vision for the department, and we have jumped on that. Also, new urban design guidance for local streets and roads or state-owned roads that serve as local streets and roads, and how those serve multiple modes and not just car through-put. They specifically urged us to look at National Association of City Transportation Officials guides (NACTO), which we hope to do some type of endorsement or adoption of these guidelines soon. Also, related to SB 743, to relook at using level of service metric for new development projects, we are already working on this, but SSTI says that rethinking that could be a national leadership move. LOS is used all over the country and we could provide something more a little more forward-looking than just traffic at a particular intersection, that could have a significant impact nationally.

**Vice-Chair Fisher:** What about the relationship between the agency and the California Transportation Commission (CTC)? What are the opportunities there?

**Deputy Secretary White:** SSTI was very focused on Caltrans. CTC has authority over Caltrans' budget. They approve approximately \$10 billion in transportation projects every other year. There is a need to explore how these projects, including regional and interregional projects, stand up to the state's larger environmental and planning goals. That type of analysis is not currently being done, and SSTI is indicating that is something that needs to be done.

**Chair Alex:** The agency has kept on SSTI for another six months to help with implementation.

**2:26 p.m.**

#### **Public Comment**

**Jack Shu, National Forest Foundation:** Want to commend Secretary Kelly for implementing this study. Cleveland National Forest Foundation realized that the threats to the forest involve regional land use and transportation issues. CNFF is involved in two litigation issues: one with the San Diego Association of Governments (SANDAG) and one with Caltrans. I want to describe our legal issue with Caltrans. We don't like litigation. We did everything we could to avoid litigation. We worked with these agencies to provide commentary during the EIR process. Yet, these EIR plans came out with disastrous outcomes. I want to talk about Caltrans and I will explain the litigation process---

**Chair Alex:** I come from the Attorney General's Office so we're familiar with this. Can you focus on the comments and not the litigation process?

**Shu:** Seems like Caltrans fought us throughout the whole process in regard to protecting sensitive populations and the negative impacts of development, in this case, widening of Interstate 5. Caltrans approved the EIR first, then released it to the public, which excluded us from making final comments on

the EIR. Caltrans knew that greenhouse gas emissions were going to increase and yet they went ahead with no alternatives. To make this study effective, we need a wakeup call for Caltrans. Please recommend Caltrans to have a one-day shutdown to reevaluate its highway projects to change the organization now.

**Robert Ogilvie, ChangeLab Solutions:** We are a nonprofit organization and active with the work of HiAP. We are happy that SGC is dedicating \$100 million of Cap and Trade funds to active transportation. We want CDPH and CHHS on the list of developing program guidelines, since there is a huge connection between sustainability, developing health and equitable lens in grant making. We just want to make sure that health is at the table. We want to advocate that a portion of the \$100 million for local streets be spent in ways that would encourage active transportation. As the guidelines are being developed for that, want to ensure health is central to that development.

**Chair Alex:** Clarify that legislature has to approve the budget. Encourage you to let legislature know as well as SGC.

**Ogilvie:** As a 501c3 we are prohibited from lobbying but we are happy to educate lawmakers.

**Terry Parker, California Walks:** Wendy Alfsen is the Executive Director of California Walks. She had to leave for an Assembly hearing. We commend CalSTA for taking on this study and support the implementation of its recommendations, especially in regard to active transportation, sustainable communities, climate change reductions and sustainability, and we are ready to support your efforts.

**Joshua Stark, TransForm:** Review by SSTI is refreshingly candid and detailed critique. Caltrans needs to be in the business of reducing vehicle travel. Specifically, Caltrans focus on old standards that favor expanding roads over all else, must end. While this is not the first report slamming Caltrans, we see a difference today. We see tremendous leadership from Gov. Brown and Secretary Kelly and a stated desire for change from the Caltrans Director. Over the next year, TransForm will make it a priority to build statewide support for some of the recommendations. TransForm's executive director couldn't be here because he is providing testimony at an assembly hearing on this issue. That testimony will include support for use of the guide on urban design put out by NACTO rather than their highway design manual, which is inappropriate for use for city streets; to support under SB7 143 alternatives to levels of service. TransForm is interested in VMT reduction as a potential metric at this point but we are open to discussion on this issue; to support Smart Mobility Framework which makes highway expansion a last resort and includes working with stakeholders to develop land use transit, van pooling or other strategies; and last TransForm is supportive of adding sustainability to one of Caltrans' three important vision and goals.

**Chanell Fletcher, Climate Plan:** We are a statewide coalition of nonprofit organizations to advance sustainable communities. Climate Plan supports SSTI findings and supports implementation of the recommendations. We feel one of the first priorities should be working with other state agencies to ensure the success of SB 743. With the elimination of LOS, this is an exciting opportunity to develop a better measure to assess environmental impacts and promote infill development and active transportation. We also feel that Caltrans should move quickly to promote multimodal access in urban areas. We support adopting the NACTO guidelines for streets. We hope that SGC will partner with Caltrans and CalSTA to ensure that these recommendations are implementation.

2:41 p.m.

**Agenda Item #7: Discussion: Metropolitan Planning Organization Sustainable Communities Strategy Self-Assessment Update**

**Allison Joe, Deputy Director, Strategic Growth Council:** We will walk you through what the assessment was and the process of conducting the self-assessment report, as well as a preview of some recommendations. In June 2014, we hope to bring back actions to the Council.

**Ted Holzem, Mintier Harnish:** We have some preliminary findings and observations. We are still working with the MPO staff to refine the input. There are a lot of different views and perspectives that we are hoping to build consensus on. We hope to finalize the report and release it in the next couple months. The process of the report was to evaluate the experiences of preparing the first round of Sustainable Communities Strategies (SCS) as part of the Regional Transportation Plan (RTP) process, as well as the Regional Housing Needs Assessment, now that they are all tied together. Also to identify successes and recommend improvements for future rounds.

Positive Outcomes of SB 375

- More involvement in RTP process
- Greater understanding of the connection between transportation planning, land use, housing and the environment
- Greater cooperation and more partnership among government: locally, regionally, and statewide
- Greater emphasis on different modes of transportation than in the past
- Improvements on performance tracking and monitoring: models have improved; SGC funded model improvement work and the MPOs are grateful for that; increased emphasis on land use and housing have increased the scope and type of metrics being used
- Greater public and local agency participation

Regional Characteristics

- Large v. Small MPOs
  - capital/operating budgets
  - staff resources
  - modeling requirements/capability
  - established transit systems
- Rural v. Urban
  - More growth focused on urban areas which will reduce transportation to rural areas; rural communities are asking what incentive do they have to implement SB 375 when growth and transportation investments are being focused in urban areas?
  - Concern that rural communities will not develop consistent with the RTPs when the economy improves and development increases because they don't feel they have a place in the RTP/SCS plan

Obstacles to Implementation

- For MPOs
  - Competing federal and state objectives

- Conflicting stakeholder expectations
- Greater resource and funding demands
- Limited infrastructure and transit funding
- For Local Government
  - Lack of tools for infill (i.e., no redevelopment),
  - Aging water/sewer infrastructure to support infill and higher-intensity development
- For Developers and Stakeholders
  - High design, environmental analysis, and constitution cost of infill and mixed-use,
  - Public opposition to higher densities and intensification of uses

#### Topical Issues and Challenges Addressed

- RTP/SCS update timing and resources
  - Took 2-3 times longer to get through process
  - Cost 2-3 times as much
- GHG target setting process
  - MPOs working with California Air Resources Board to improve the process
- Public outreach and education
  - SB 375 is specific on requirements; MPOs felt the requirements did not fit well with their process and would like greater flexibility on outreach; stakeholder fatigue due to multiple meetings on similar topics
- Models and data
  - Want additional funding for model improvements
  - Need to manage expectations from stakeholders on model capability and uses
- Performance measures
  - Where the data comes from and time and resources needed to prepare the data for use
- RHNA process and determination
  - MPOs working with Department of Housing and Community Development to improve this process
- CEQA review and streamlining
  - Litigation, fear of litigation and how much time to prepare a solid Environmental Impact Report
  - Streamlining is too onerous and difficult to meet the requirements to be effective; only two communities in the Sacramento Area Council of Governments (SACOG) region have utilized SB 375 streamlining options; others feel they will be litigation test cases if they try
- Other issues and challenges

#### Recommendation Categories

- Changes to state statutes and administrative actions that improve process and outcomes
- Assistance and resources for RTP/SCS updates, program implementations, and performance monitoring
  - Assistance with specific RTP/SCS tasks (e.g., data gathering)
  - Funding to prepare, update, and implement RTP/SCSs
- Funding for regions to allocate to local agencies for transportation infrastructure and transit service

- Resources and funding for local agencies to build, operate, and maintain transportation systems
- Identify issues for further dialogue among agencies

**3:04 p.m.**

**Undersecretary Goldstene:** What is the outcome we're expecting from the self-assessment? So far, from what we are hearing, we already knew. When we are commissioning reports like this, maybe we need to be more careful about the framing of the questions. I am concerned that only the MPOs are giving input. As you are finalizing this report, will you seek input from others before you make final recommendations? For example, housing experts on the issue of RHNA.

**Holzem:** This is very high-level. Under each issue topic, there will be anywhere from 6-12 issues elaborated upon with specific recommendations. There will be some things that are new, but many have already been talked about. We are working with Allison Joe to engage stakeholders to weigh in our recommendations such as state agencies. Our consulting team consists of housing and transportation planners, our hope that our experience is incorporated as well as practitioners at the local level.

**Joe:** This self-assessment allows us to pause and reflect. Most of the SCSs have already been adopted, except for the Valley, and they are already in the middle of their second round. This assessment gave them an opportunity to take a break and think about how there could be meaningful changes to the process, how they did it and to recognize those differences based on size and urban and rural. What we want to do as a council is bring to you the opportunity for adjustments. If there is anything from the state side that we can do to help with that process and with the end results, we would like to acknowledge them.

**3:08 p.m.**

**Vice-Chair Fisher:** The bill came out of legislature. How can we circle back with them?

**Joe:** We are hoping to release the report to the public and the legislature. There are interests similarly in how the MPOs addressed these challenges where there might be some legislative fixtures.

**3:09 p.m.**

**Jana Clark, Cleveland National Forest Foundation:** We have worked with SANDAG on the RTP process and more recently, the SCS process, in San Diego and we wanted to share some insight on that experience. If critique of Caltrans is correct, MPOs shoulder most of the responsibility because they set the framework for the transportation planning investments in the state's metropolitan regions. We are dismayed that the comments from the MPOs in the self-assessment process focuses not on innovative transportation options but on staff frustrations over the process itself. Staff have expressed concerns over having to meet with the public and elected officials and having to educate the community, and have lashed out at CEQA for it not good for SB 375 and the RTP/SCS process. We find it especially concerning that the MPO is blaming CEQA rather than their own poor planning for their plan's failure to achieve SB 375's intended goals.

Without CEQA, both I-5 and SANDAG's 2050 RTP/SCS would have made a mockery of AB 32 Executive Order S-3-05 and SB 375. While MPOs blame CEQA, we hope SGC will ask MPOs assess the efforts to that they must take to meet the goals of SB 375 (i.e. reduce greenhouse gases through coordinated land use decisions).

**Chair Alex:** There are a number of state agencies that are required to review the SCSs. They have expressed some issues and worked with the MPOs to improve them. This process is new. Some of that is through CEQA, and some of that is through litigation, and through various efforts we'll come to a better process.

**Councilmember Rodriquez:** How do we ensure we get a variety of perspectives on this process?

**Joe:** We have identified that as a need. Not just recognize internal process of MPOs, but also how the process might be useful for other stakeholders. I would like to see where the initial report takes us and engage how we might be able to bring in stakeholders to provide either a separate assessment rather than comment directly on the report, although that is an option as well. I think some discussion from other stakeholders would be valuable as well.

**Councilmember Rodriquez:** Before report is finalized, the other perspectives will provide context for the report, I would like some suggestions from you.

**Joe:** The context is important. We will come back with recommendations in June 2014.

**Councilmember Laird:** If we are not trying to have them comment on the report, why are we waiting for the draft report?

**Joe:** They are welcome to comment on the process, but this draft would provide a mechanism to get that feedback.

**Councilmember Laird:** Wouldn't it help to get stakeholder comments before June? The stakeholder issues are to look at whether or not some of this is working. The sooner we get those perspectives, the better it informs the process.

**Chair Alex:** I want to be a little protective of staff. We needed to engage a consultant to create the report because of staff capacity.

**Councilmember Laird:** Within the context of being understaffed, let's figure this out.

**Chair Alex:** This process is difficult. We have a number of state agencies that have different perspectives on this from a state agency perspective. We approved as a board to get feedback from MPOs. Those are two significant pieces. We also need to get stakeholder input. We need to determine our approach to stakeholder engagement with respect to staff capacity.

**Councilmember Laird:** I come from this perspective as a former Chair of an MPO, and how they are immune from a lot of direction from the state. What are we going to do to get to these real issues?

**Holzem:** The focus of this—this is a self-assessment. The outcome is supposed to reflect the perspectives of the MPOs. We talked about taking this around to some of the state agency staff, not as a critique but to share the recommendations and moved to a high priority. Involving stakeholders in the review—but what would the outcome be of the critique?

**Undersecretary Goldstene:** We need to know the context of this report. We need to know how this report is framing the observations and recommendations.

**Councilmember Rodriquez:** I understand the narrow scope of what you were asked to do. But when we hear legislative fixes and recommendations, we need to determine our next steps in the context from all stakeholders involved in the SCS process. Possibly having some earlier stakeholder input so that what come out in terms of your recommendations will be more meaningful to us, or we could get the report and then we can make arrangements to get the stakeholders input before we make a final decision on how to move forward.

**Chair Alex:** He was hired to do something specific.

**Councilmember Rodriquez:** I'm asking the staff to do this.

**Chair Alex:** There are three asks:

- State critique of MPO process
- MPO self assessment
- Stakeholder input piece of the MPO process

**Joe:** MPO self-assessment in draft form is on track. I want to be able to make sure to deliver what you want. The goal is to move us along and provide the appropriate kind of feedback so that staff can bring a recommendation to the Council.

**Holzem:** There are several other efforts to evaluate the implementation of SB 375, so there are other things that can be brought into this larger assessment.

**Chair Alex:** We had a discussion previously about not having four separate assessments that lead to four separate conclusions.

### **Public Comment**

**Chanell Fletcher, Policy Coordinator, Climate Plan:** Within the scopes of the contract, there is a lack of good data to support some of the use of the performance metrics to look at implementation of SB 375. We think data is critical. We want to suggest that MPOS and local governments to consider ways to improve data collection to ensure that we are tracking our progress.

**3:25 p.m.**

### **Agenda Item #8: Action Item: Priority Outreach Projects**

**Liz Grassi, Program Analyst, Strategic Growth Council:** To review the goals for the Outreach Program, outlining our request for funding, providing a brief overview of each project, and laying out a proposed timeline for these projects.

Council goals for outreach projects:

- Assist local governments and regional agencies
- Coordinate state agency activities
- Identify needed resources
- Advance the state's planning priorities
- Leverage and rely on SGC's multi-agency structure
- Create the potential for significant positive impact

Request the council authorize the staff to expend funds for two priority outreach projects:

- Understanding Approaches and Best Practices for Successful Implementation (\$50,000)
  - Understand the status of projects and implementation progress for selected Round 1 Grantees
  - Identify common themes, best practices, including barriers, champions, actions that influence implementation
  - Provide recommendations to the Council for local coordination and state actions that can address barriers
  - Develop recommendations for mechanisms in future state funding programs to incentivize planning with the goal of near-term implementation
- Funding Wizard on CoolCalifornia.org--Phase 3 (\$50,000)
  - Engagement, training and outreach
  - Tool development--enhance user experience
  - Expand analytics and metrics

For local implementation request:

- Purpose: understanding the implementation trajectory for Round one SGC-funded Specific and Corridor Plans
- Process: Survey and interview process with grantees to learn about the challenges, opportunities and expected actions resulting from plans
- Outcomes: Suggested policies and best practices for technical assistance, and recommendations for local and state government actions to support plan implementation and for informing funding programs

Questions that will be asked of grantees include:

- How the plans will come to fruition
- Expected timeframes for development and construction
- Challenges that need to be addressed in the implementation of planned development
- People or policies that support or promote planned development
- Local and state government actions that can reduce challenges and support implementation efforts

*Secretary Dooley and Secretary Laird have left the meeting.*

**3:34 p.m.**

**Dana Papke Waters, Air Pollution Specialist, California Air Resources Board:** In 2009, CARB approved a toolkit for local government per AB 32 to encourage voluntary steps to reduce greenhouse gas emissions. Locals said a database of financial incentives was a needed gap. In 2010, CARB approved funding for Phase I of the Funding Wizard to reduce climate change impacts. Within one year, it received 9% of site views. In 2012, SGC funding allowed the tool to expand focus to sustainable communities. In 2013, the tool generated 22% of general site page views and 11,000 hits. It's the second most popular tool on Cool California website. Climate Calculators are the most popular tool.

We are requesting amount \$50,000 to support phase three of the Funding Wizard to promote engagement, training, and outreach, enhance user experience by developing the tool, and expanding analytics and metrics.

Outcomes:

- Better coordinate state grants for planning and implementation of sustainable communities: improved interaction and increased use by SGC agencies
- Measure success of outreach and training: track how people are using the tool and number of users interested in SGC member agency grants
- Further enhance and promote the tool: distribution of information can help implement planning grants

**3:39 p.m.**

**Grassi:** Proposed timeline: Commence work in July 2014 and complete SCG Funded Planning Efforts: Understanding Approaches and Best Practices for Successful Implementation in December 2014; Enhancing Funding Wizard Phase Three would be completed in December 2015.

**Undersecretary Goldstone:** Regarding the first request, understanding implementation, aren't the grantees required to submit reports?

**Grassi:** Yes, but its specific to the tracking progress on tasks. This is limited to the plan, we are asking about implementation of the plan.

**Undersecretary Goldstone:** Why do we need a consultant to do this?

**Grassi:** Department of Conservation reviews the reports. At the time the grants were given out, they were specific in what they asked. I did do a review of Round 1 grantees and it was pretty time intensive. This would ask a lot more questions and get into implementation.

**McCoy:** We often don't know for a long time. Among other things we try to find early indicators of success and direction and get ideas we might disseminate to others to move projects forward to get a shovel in the ground.

**Chair Alex:** I will provide some background because this has been an issue that I have been concerned about. We have asked Liz to look at adding additional requirements for further evaluation and I think we will be doing that. The concern that I have of this and a lot of other government grant programs is that

we don't have follow up to what they do next to tie to the next piece of funding or to have some continuity to have it grow over time in a community. The council had directed Liz and staff to start doing that on Round 1 as well as Round 2. What we are trying to do here is to have a more rigorous process to tie that all together.

**Undersecretary Goldstene:** Is \$50,000 enough?

**Grassi:** We are looking at what we need.

**Undersecretary Goldstene:** The Funding Wizard is awesome.

**Chair Alex:** Feedback has been very complimentary.

Councilmember Rodriguez motions. Undersecretary Goldstene (BSCH) seconded.

The vote passes with (Yes-No-Abstain): 5-0-0.

Councilmembers Dooley and Laird are not present for the vote.

**3:46 p.m.**

#### **Agenda Item #9: General Public Comments**

**Jack Shu, President, National Forest Foundation:** References to the graph handout and the [California Executive Order S-3-05](#).

**Chair Alex:** For clarification, the Executive Order is from the previous Governor. We have a similar Executive Order from the current Governor.

**Shu:** The Executive Order still applies. The handout is about water issues, public health issues, and economic issues in building a better California. This chart shows an increase in greenhouse gas emissions. This was taken from SANDAG's plan, and yet they approved the RTP. I handed out a letter to the Coastal Commission from former Senate Pro Tem James Mills asking the commission to look at alternatives before approving a public works project to expand I-5. Because SANDAG didn't look at it, and Caltrans didn't look at it. Caltrans' transportation planning is not in compliance with the Executive Order S-3-05.

**3:51 p.m.**

#### **Agenda Item #10: Meeting Adjourned**

The meeting is adjourned.

## **Agenda Item #3**

**Introduce new SGC staff members: Denny  
Grossman and Suzanne Hague**



There are no printed materials for this agenda item.



**Agenda Item #4**  
**Executive Report**



Executive Report		June 3, 2014
Strategic Plan Reference #		<i>Status and Next Steps</i>
Tier 1 Prioritization by Council	1	<p><b>Coordinate among State Agencies</b> <i>“Identify and review activities and funding programs of member agencies that may be coordinated”</i> PRC 75125 (a )</p> <p><u>STATUS:</u> Ongoing.</p> <p><u>Statewide Implementation:</u> Since coming on board at SGC as the Senior Advisor for Environmental Science and Policy, Dr. Grossman has engaged the state agencies to refine the scope and vision of RAMP, define the required processes to implement this initiative, specify the information resources and tools necessary to drive this analysis, and identify the stakeholder roles required for implementation. The long term objective is to specify how RAMP will be brought to scale at the regional and statewide level.</p> <p><u>Financial Analysis:</u> The two Caltrans led studies to explore the types of financial mechanisms required to fund mitigation in advance of projects are nearing completion. The University of California, Davis team has made a preliminary presentation of their findings to Caltrans and received guidance for the focus of their final report. The Sperry Capital research on public private partnerships that could financially support the implementation of RAMP has been summarized in a draft report. This report has now been reviewed by key stakeholders, with the final report being submitted to Caltrans the end of May.</p> <p><u>High Speed Rail:</u> In the short term, HSR will apply the emerging RAMP methods, information, and partnerships to advance their current project needs. Over the longer term, HSR plans to integrate the fuller RAMP methodology for the implementation of future project sections. A High Speed Rail Update for Administration Environmental Leaders on May 19 where RAMP was showcased to demonstrate HSR commitment to implement this advanced approach for environmental planning. HSR and SGC are currently evaluating the best pilot applications of RAMP methods for HSR project sections.</p> <p><u>Schools:</u> SGC staff is continuing to work with the State Superintendent’s Office and Division of School Facilities at CDE, as well as the Office of Public School Construction to identify specific, actionable opportunities on land use and schools to implement in 2014.</p>

	2	<p><b>Barriers to Infill</b>  <i>“Provide, fund, and distribute data and information to local governments and regional agencies that will assist in developing and planning sustainable communities”</i>            PRC 75125 ( c )</p>	<p>STATUS: Ongoing.</p> <p><u>Infill Finance Options</u>: SGC engaged Economic and Planning Systems (EPS) to analyze challenges to financing infill and recommended strategies to reduce risk and support new or existing financing mechanisms. The preliminary findings of this analysis will be presented at the June 3, 2014 SGC meeting, with the final reports and recommendations presented at the September 18, 2014 SGC Council meeting.</p>
Tier 1 Prioritization by Council	4	<p><b>Infrastructure Planning</b>  <i>“At a minimum the council shall review and comment on the five year infrastructure plan developed pursuant to Article 2 (commencing with section 13100) of chapter 2 of part 3 of division 3 of the Government Code and the State Environmental Goals and Policy Report pursuant to Section 65041 of the Government Code”</i>            PRC 75125 ( a )</p> <p><i>Criteria and priorities used to identify and select the infrastructure it does propose to fund, including criteria used to identify and select infrastructure that by January 1, 2005, shall be consistent with the state planning priorities</i>            GC 13102 ( c ) ( 1 )</p>	<p>STATUS: Ongoing.</p> <p>An internal SGC Sustainable Infrastructure working group met with the Department of Finance to discuss the 2014 Five-Year Infrastructure Plan. The Department of Finance has offered to request additional information from departments to list their plans, programs, directives or policies that they use to screen infrastructure proposals for consistency with the state's planning priorities where applicable. The working group is also partnering with the California Research Bureau to study:</p> <ul style="list-style-type: none"> <li>· Current and potential alternate definitions of “infrastructure”</li> <li>· Recent infrastructure spending patterns and sources of infrastructure spending</li> <li>· Innovative practices and processes used by federal, state, and local organizations related to the management of infrastructure spending in attainment of multiple goals</li> </ul>

	8	<b>SB 375 Implementation</b> PRC 75125 (a )	<p>STATUS: Ongoing.</p> <p><u>MPO Self-Assessment</u>: A draft report has been submitted to the SGC. In addition to the MPO Self-Assessment, staff is proposing state agency and stakeholder feedback of the SCS process to complement and provide a broader perspective on the development of the SCSs. This activity may generate possible recommendations for SGC and its member agencies to support more effective SCS processes in the future. The MPO report will be released for public comment in early Summer 2014 and will be used to support development of possible administrative and/or policy recommendations for staff to bring to the SGC at its September 18, 2014 meeting.</p> <p><u>Proposed Sustainable Communities Implementation Program</u>: The 2014 Governor’s Budget proposed \$100 million for the Sustainable Communities Implementation Program, developed and administered through the SGC to support local implementation of regional Sustainable Communities Strategies. Budget discussions are ongoing, and SGC staff hope to provide an update to the Council at the September 18, 2014 SGC meeting.</p> <p><u>UrbanFootprint</u>: UC Davis has successfully installed the UrbanFootprint model and will begin to develop a training curriculum with a small group of MPO and city planning participants in Summer 2014.</p> <p><u>UrbanFootprint Public Health</u>: SGC has convened experts in the public health, epidemiology, transportation, and planning fields to discuss methodologies associated with the depiction of potential activity-based health impacts in scenario planning models. In collaboration with the Sacramento Area Council of Governments (SACOG), SGC convened this Technical Advisory Committee to address data and methodological issues which will result in improved analysis and use of California-specific data for these purposes.</p>
--	---	--	---

<b>Tier 2 Prioritization by Council</b>	<b>7</b>	<p><b>Grants</b> <i>“Manage and award grants and loans to support the planning and development of sustainable communities</i> PRC 75125 ( d )</p>	<p>STATUS: Ongoing.</p> <p><u>Sustainable Communities Planning Grant and Incentives Program.</u> Round Three Sustainable Communities Planning Grants submission period closed on February 28. Eighty-eight eligible proposals were submitted and reviewed, requesting \$\$41,689,388 in funding. Reviews of grants were conducted from March to May 2014, with recommendations for awards brought to the Council at its June 3rd, 2014 meeting.</p> <p><u>Urban Greening Project and Planning Grants.</u> The Round Three Urban Greening Planning and Project Grants program invitation/solicitation processes have closed. Recommendations for award will be made at the June 3, 2014 SGC meeting.</p>
	<b>10</b>	<p><b>Outreach</b></p>	<p><u>Local Outreach and Sustainable Communities Learning Network</u> STATUS: Agreement complete. Through collaboration with UC Davis, the Institute for Local Government (ILG), and Partners for Sustainability, research and resources were developed identifying local sustainability efforts and practices in California.</p> <ul style="list-style-type: none"> <li>- The Sustainable Communities Learning Network (SCLN) provides a forum for local learning collaborative about sustainability.</li> <li>- The California Resources for Sustainability (CARES) Inventory, which features local sustainability resources for public use (<a href="http://cares.ucdavis.edu">http://cares.ucdavis.edu</a>).</li> <li>- UCD 2012 Survey of Local Sustainability Practices in California</li> <li>- Case Stories reflecting SGC grantee experiences in project implementation</li> </ul> <p><u>SGC Outreach to Grantees</u> STATUS: Ongoing. SGC continues to communicate with our grantees and the general public through our listserv and will roll-out the updated SGC website in the summer of 2014 that allows staff the ability to be more nimble in providing information and updates.</p> <p><u>SGC Local Implementation</u> STATUS: Work to begin in July 2014&gt; in At its March 3, 2014 meeting, Council authorized staff to issue a request for proposals or an interagency agreement(s) for consultation not to exceed \$50,000 for services to:</p> <ol style="list-style-type: none"> <li>1. Design and conduct surveys, interviews and focus groups to gather information from Round 1 planning grantees to understand the status of their work in its progress toward implementation</li> <li>2. Examine compiled information to determine similarities and outliers in grantee</li> </ol>

			<p>progress toward implementation based on specifically defined critical action steps</p> <ol style="list-style-type: none"> <li>3. Detail barriers experienced by grantees that delay implementation, providing proposed solutions</li> <li>4. Describe the effects of supportive settings and actions that are moving plans toward implementation and success</li> <li>5. Propose local, regional and state actions to be taken to lower or remove barriers, and;</li> <li>6. Recommend methods for optimizing future planning grant programs to incentivize planning that leads toward near-term implementation.</li> </ol> <p>Work is scheduled to begin in July 2014 and be completed by December 2014.</p>
<b>Tier 2</b>	<b>3</b>	<p><b>Geospatial Data Coordination</b> <i>Provide, fund, and distribute data and information to local governments and regional agencies that will assist in developing and planning sustainable communities.</i> PRC 75125 ( c )</p>	<p>STATUS: Ongoing. SGC entered into a contract with UC Davis to support the convening of the GIS Collaborative, which would support statewide coordination of GIS data and policy issues at the federal, state, regional, and local levels. Since then it has been determined that the GIS Collaborative will serve as the basis for reconvening the California GIS Council. The first meeting of the new council took place on May 22, 2014.</p> <p>It is expected that this body will form workgroups consisting of specialists in each of the major fields of spatial data interest to the SGC and that they will be responsive in advising the SGC and the State Geographic Information Officer on matters of technology, policy and priority data development.</p>
<b>Tier 3 Prioritization by Council</b>	<b>11</b>	<p><b>Data Contracts</b> PRC 75125 ( c )</p>	<p><u>Parcel Data Contract</u>: Ongoing. The California Department of Technology and UC Davis with support from the SGC have completed the first seamless, border-to-border parcel data set in California's history. Programming that will enable counties to upload their parcel data sets "as is" in their own unique formats and have them translated into a common format for multi-county and statewide applications is complete.</p> <p>The next step in this process was to have UC Davis conduct a second round of parcel data collection from California counties. Unfortunately the Assessors of several major California Counties have refused to collaborate without the payment of large fees. It is their opinion that California law only requires them to deliver parcel boundary data to the public at the cost of reproduction. The Assessors contend that all other data they collect can be sold for the cost of development, production, storage, retrieval and reproduction resulting in</p>

requested recharges of over \$10,000 in at least 1 county. Council staff is seeking legal guidance on this matter.

Vegetation Mapping Contract: A new Interagency Agreement with California State University, Chico Research Foundation has been executed for mapping high priority areas within the proposed corridor of the California High Speed Rail (HSR) over Tehachapi Pass at the southern end of the Sierra Nevada Mountains in Kern County. Work started on this project on February 14, 2014 and will be completed on January 31, 2016. This project is on schedule.

Protected Lands Contract: Ongoing. Work will be completed by Summer 2014. Developing a GIS database of protected lands in California that will be available free of charge along with guidelines for updating, sharing and maintaining this data. This GIS database will include the spatial representation and attribution of fee owned lands (California Protected Areas Database) and privately held conservation easements (California Conservation Easement Database). More information is available at: [www.CALands.org](http://www.CALands.org)

Healthy Community Indicators Contract: Ongoing. CDPH staff are working with UCSF and have identified 56 indicators, which have identified data sources, and attempt to be consistent with indicators proposed by other SGC-funded indicator projects (Regional Progress Report and SANDAG transportation indicators). The project is developing methods to construct indicators, and have built out 20 indicators so far in collaboration with county health departments, MPOs, and other stakeholders. Concurrent documentation is being used to develop educational and training materials for analysts and users; and a web mock-up demonstrating how to display content is also being researched. Excel files of statewide indicator data at census tract, place, county, and MPO regions are posted as they are completed and are currently available to the public at the CDPH website and will be offered via the California GeoPortal.

<b>5</b>	<p><b>Health in All Policies</b>                  PRC 75125 ( a )</p>	<p>STATUS: Ongoing. A two-page summary of up-to-date HiAP efforts follows this report. HiAP Staff will provide its annual update of implementation plans at the September 18, 2014 SGC meeting.</p>
<b>6</b>	<p><b>HSR Community Planning /Sustainability</b>                  PRC 75125 ( c )</p>	<p>STATUS: Ongoing.</p> <p>SGC has recently hired Suzanne Hague, AICP to serve as Senior Advisor for Community Development and Planning. Suzanne is an urban planner with expertise in community revitalization, housing and real estate development, land use planning, and urban design. She has consulted nationally on complex, high-profile planning and development projects including the post-Katrina New Orleans Master Plan. In 2011, Suzanne joined the U.S. Environmental Protection Agency to serve as the “on-the-ground” coordinator for the White House Strong Cities, Strong Communities (SC2) initiative in Fresno, CA, where she was based in the office of Fresno Mayor Ashley Swearingin and advised the City and its partners on a broad range of planning and revitalization initiatives, including Fresno’s infill-oriented General Plan Update; downtown and neighborhood revitalization strategies; stakeholder engagement; and early planning for high-speed rail. She also spearheaded a state-wide task force on infill development in Fresno in partnership with the SGC, and led subsequent development of a suite of infill implementation tools for Fresno and other distressed communities nationally.</p> <p>Suzanne will assist communities along the high-speed rail corridor in leveraging the development of high-speed rail to achieve local sustainability, economic, and real estate development objectives and to align local planning with state planning goals; identify gaps in local and regional resources (including information needs, capacity gaps, opportunities for policy change, and funding); and work with State agencies, SGC, and other stakeholders throughout the state and nation to fill these resource gaps and develop new best practices in high-speed rail community planning.</p> <p>The California High Speed Rail Authority is funding this position at the Strategic Growth Council.</p>
<b>9</b>	<p><b>Funding Wizard</b>                  PRC 75125 ( a )</p>	<p>STATUS: Ongoing.</p>

		<p><u>Funding Wizard</u>: This project creates a unified site for institutions seeking grant awards to get information on state granting programs. At its March 2014 meeting, the Council authorized the SGC to issue an interagency agreement with the ARB for phase three of development in the amount of \$50,000 to partner in their efforts to deliver: 1) Engagement, training, and outreach; 2) Tool development to enhance the user experience; and 3) Expand analytics and metrics to track overall success. Work will begin in July 2014 and end in December 2015.</p> <p>This program has become the second most popular place on the “Cool California” website. The Funding Wizard received over 18,000 unique page views constituting almost 19% of all site traffic. It does not contain an exhaustive inventory of such programs but it is working its way in that direction.</p>
<p style="text-align: center;"><b>12</b></p>	<p><b>Regional Progress Report</b>                  PRC 75125 ( c )</p>	<p><u>STATUS</u>: Pending Identification of resources.</p> <p><u>Regional Progress Report</u> : SCG staff received draft recommendations for the 2013 Regional Progress Report update from consultants in May 2013. Ongoing efforts to produce the report are pending additional funding.</p> <p><u>Indicator Coordination</u>: SGC is working with OPR, CDPH, and others to coordinate data and indicator projects throughout the State. Current efforts focus on recommending indicators for the State’s Environmental Goals and Policies.</p>

## **Health in All Policies Task Force Update to the Strategic Growth Council March 2014 - May 2014**

The California Health in All Policies (HiAP) Task Force was charged by Executive Order S-04-10 in 2010 to identify priority programs, policies, and strategies to improve the health of Californians while also advancing the goals of the Strategic Growth Council (SGC). The Task Force consists of representatives from 22 different State agencies, departments, and offices, who contribute their time to this initiative. The Task Force is facilitated by the California Department of Public Health (CDPH) and staffing is provided through a partnership with the Public Health Institute (PHI), with funding from multiple sources. The mandate that created the Office of Health Equity (OHE), housed within CDPH, requires the office and Task Force to work collaboratively to advance health equity in California. This update report shares highlights of Task Force work for the period of activity from March through May of this year. Progress continues on eight implementation plans endorsed by the SGC.

### **Highlights of Task Force work and interagency projects:**

- A productive and well-attended Task Force meeting was held in May 2014 to review progress and new opportunities for cross-sectorial collaboration to advance healthy and sustainable communities, with a particular focus on active transportation (e.g. walking, biking, and public transit), prioritizing and renewing implementation plans, and strengthening partnership with OHE.
- The Task Force continues to prioritize **Active Transportation** as a key indicator of healthy and sustainable communities. Task Force members have held a series of meetings with State partners and non-government stakeholders to document progress in this area and agree upon new goals, objectives, and action steps for the Task Force's 2014 Active Transportation Renewal Implementation Plan.
- Promoting **Access to Healthy Food** remains a growing area of interest for the Task Force.
  - The Task Force's State Food Procurement Work Group, a multi-agency partnership of nine government entities, collaborated to create nutrition guidelines for healthy food procurement and food service in California's state adult correctional facilities. By applying these voluntary guidelines to specific food purchasing contracts, the Department of General Services (DGS) is supporting healthy food purchasing and menu planning by the California Department of Corrections and Rehabilitation for the general adult prison population. Since many institutions use DGS food purchasing contracts, this presents opportunities for a variety of entities, including local jails, to purchase healthier foods.
  - Demonstrating the importance of cross-agency staffing, HiAP staff placed a graduate intern within the California Department of Food and Agriculture's Farm to Fork Office. The office is a product of collaboration between CDPH and the Department of Education. The intern will specifically work with Farm to Fork staff and the Pittsburg (California) Unified School District to increase the amount of locally produced food served by the Contra Costa County School Food Service Buyer's Collaborative.
- At the request of Task Force members, staff are working with the Task Force to organize a series of topic-specific "HiAP Academy" educational events for deepening understanding on important topics related to advancing health, equity, and sustainability. The first of this series took place on March 17<sup>th</sup> and explored the legal basis for health as a human right. A number of colleagues from state agencies engaged in a robust discussion about how a legal right to health is and could be integrated into policy and decision making.

- At the request of the Task Force, staff partnered with the Office of Planning and Research to facilitate an opportunity for members to provide input to the Governor's **Environmental Goals and Policy Report**. Six departments and agencies participated, and the discussion focused on the proposed vision, goals, and indicators for the report.

**Highlights of infrastructure and capacity development for the Task Force:**

- The Task Force has expanded its membership to include the Department of Corrections and Rehabilitation, the California Government Operations Agency, and the Department of General Services. Each of these organizations brings the potential to pursue new opportunities to promote health, equity, and sustainability.
- The Governor's proposed budget for FY 2014-15 includes four positions at CDPH with funding from CDPH that are needed in order for CDPH to facilitate and provide technical assistance to the Task Force. There has been strong testimony in favor of the proposal at both Assembly and Senate health committee hearings.
- The Office of Health Equity strategic planning process continues to gather stakeholder expertise across diverse policy areas. The Task Force has been engaged in providing input on the strategic priorities of the plan as per authorizing statutes of the Office of Health Equity. In order to achieve greater health equity, high-level policy change regarding the social determinants of health (environment, housing, food, transportation, employment, etc.) are necessary, which is why the legislation describes an important link between the Task Force and the Office of Health Equity. A Task Force representative is a member of the Office of Health Equity Advisory Committee.

**Highlights of HiAP external capacity building and outreach:**

- In April, HiAP staff at both CDPH and PHI provided a day-long Health in All Policies workshop to public health leaders in several counties in the San Joaquin Valley including Merced, Tulare, Fresno, Stanislaus, Madera, and Kern.
- The California HiAP Task Force continues to be a model for Health in All Policies work outside of the State of California. In recent months, HiAP staff have engaged in conversations with stakeholders across the country, including with leadership in Virginia and New Hampshire, as well as the World Health Organization.
- The chair of the HiAP Housing Siting and Air Quality work group participated on an interagency panel on the housing, health, planning and mitigation near roadway issues on March 25th at the Association of Environmental Professionals Annual Conference in Huntington Beach.
- Participating as members of the Advisory Committee of the pending California Freight Mobility Plan (CFMP), HiAP Housing Siting and Air Quality work group representatives from the Department of Housing and Community Development and CDPH are providing input intended to facilitate mitigation of near roadway impacts on sensitive populations. The Draft CFMP, drafted by Caltrans, includes a chapter on "Community and Environmental Context," along with recommendation strategies to advance a goal to "Avoid and reduce adverse environmental and community impacts of the freight transportation system." The California Air Resources Board is working on a Freight Strategy in coordination with development of the CFMP.

For further information please see [www.sgc.ca.gov/hiap](http://www.sgc.ca.gov/hiap) or contact [hiap@cdph.ca.gov](mailto:hiap@cdph.ca.gov).

## **Agenda Item #5**

### **Council Communications and Updates**



There are no printed materials for this agenda item.



## **Agenda Item #6**

**ACTION:** Approval of Round 3 of Prop. 84  
Urban Greening Grant Program  
Recommendations for Funding



## **STAFF REPORT: FUNDING RECOMMENDATIONS FOR ROUND 3 URBAN GREENING GRANT PROGRAM FOR SUSTAINABLE COMMUNITIES**

### **BACKGROUND**

Proposition 84 (Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006) included allocations for Sustainable Communities and Climate Change Reductions, including funds for urban greening projects in the amount of \$90.0M. SB 732 provided the implementing language for the urban greening program to award funding to projects and plans for the development of sustainable communities that reduce greenhouse gas emissions. Up to 25% of available urban greening funding is available for urban greening plans. The program was approved by the Strategic Growth Council (Council) in October 2009 for three rounds of funding. The guidelines were approved in December 2009.

The Budget Act of 2010/11 appropriated \$21.0M for the urban greening program to the California Natural Resources Agency for local assistance grants. Awards in the amount of \$20.8M for Round 1 were approved by the Council in the Fall of 2010. The Budget Act of 2011/12 included \$21.0M. Awards in the amount of \$20.7M were awarded in June 2011. The Budget Act of 2012/13 includes \$21.0M. \$23.9M is available in Round 3, which includes unused funds carried over from previous rounds. Round 3 includes a substitution list in rank order should additional funds become available (e.g., projects that are withdrawn, come under budget, etc.)

### **SUMMARY PROGRAM REQUIREMENTS**

#### Statutory Requirements

- Project uses Natural Systems, Mimics Natural Systems or Creates, Enhances, or Expands Green Spaces; Project provides Multiple Benefits; Project consistent with State's Planning Priorities; Project reduces Greenhouse Gas Emissions.

#### Statutory Priorities

- Interagency Cooperation and Integration/Collaboration; Uses Existing Public Lands and Facilitates Use of Public Resources and Investments, including Schools; Disadvantaged/Severely Disadvantaged Community.

#### Council Additional Priorities and Public Access

- Project Improves Public Health; Project is Innovative and/or Creative; Project is Proposed by a Community More Vulnerable to Climate Change or Address an Environmental Justice Issue; Project provides Public Access as feasible.

### **ROUND 3 FUNDING**

184 concept proposals were received for proposed urban greening projects, resulting in a recommendation for 37 projects totaling \$22.9M. Three urban greening plans are recommended for funding totaling \$1.0M.

**RECOMMENDATION** - Approve as submitted.

**Urban Greening Grant Program – Round 3**

**Available for Awards**

FY 12/13 appropriation	\$21,000,000
Carryover	<u>\$ 2,953,245</u>
<b>Total Available for Round 3</b>	<b>\$23,953,245</b>

---

Grant categorization as established by legislation, Proposition 84 and SB 732 and approved by the Strategic Growth Council via established guidelines.

**Urban Greening Projects**

<b>Applicants:</b>	Cities, Counties, Special Districts, Nonprofit Organizations, and Joint Powers Authorities
<b>Targeted Funds:</b>	Up to \$2.0M of available funds are available for smaller projects proposed by disadvantaged communities. Requests for targeted funding are limited to \$75,000.

**Urban Greening Planning**

<b>Applicants:</b>	Councils of Governments, Countywide Authorities, Metropolitan Planning Organizations, Local Governments (Cities/Counties), Nonprofit Organizations, Special Districts, and Joint Powers Authorities.
--------------------	--

**Summary of Requested Recommended Funding**

	<b>Received</b>		<b>Recommended</b>	
	<b>#</b>	<b>Amount</b>	<b>#</b>	<b>Amount</b>
Project Concepts	184		-	-
Project Full applications (non- targeted)	53	\$38,779,231	29	\$22,457,745
Project Full applications (targeted)	9	\$530,000	8	\$495,500
<b>Total Projects</b>	<b>62</b>	<b>\$39,309,231</b>	<b>37</b>	<b>\$22,953,245</b>
Plans	14	\$3,846,635	3	\$1,000,000
<b>TOTALS</b>			<b>40</b>	<b>\$23,953,245</b>

**STRATEGIC GROWTH COUNCIL  
URBAN GREENING FOR SUSTAINABLE COMMUNITIES  
ROUND 3 RECOMMENDATIONS**

Agency Name	County	Region	Proposal Title	Recommend	Description	Rank / Score
<b>URBAN GREENING PLANS RECOMMENDED FOR FUNDING -</b>						<b>Rank</b>
Fresno PARCS Department *	Fresno	Central	Fresno Master Urban Greening Plan	\$250,000.00	Developing plan to guide future development of greening projects, including parks, multipurpose trails and creating continuous greenbelt.	1
Watershed Conservation Authority *	Los Angeles	Southern	Gateway Cities & River Urban Greening Plan	\$500,000.00	Developing plan to create inventory of greening opportunities, storm-water infiltration and pedestrian linkages.	2
Pico Rivera, City of *	Los Angeles	Southern	City of Pico Rivera Urban Greening Master Plan	\$250,000.00	Developing plan to create tool for identifying new parks and open space, ground water replenishment, pedestrian and biking mobility, and urban tree canopy forestation.	3
<b>URBAN GREENING PROJECTS - \$75,000 OR UNDER FOR DISADVANTAGED COMMUNITIES RECOMMENDED FOR FUNDING -</b>						
Fresno PARCS Department *	Fresno	Central	Romain Park Community Cultural Garden	\$40,000.00	Converting asphalt parking lot into a new community space including an edible, cultural community garden. Project includes stormwater capture features.	NA
Housing Authority of the County of Los Angeles *	Los Angeles	Southern	The Growing Experience Urban Food Forest	\$50,000.00	Expanding existing community urban farm in disadvantaged community on Housing Authority property.	NA
Los Angeles County Department of Public Works *	Los Angeles	Southern	Buford Seed Project	\$75,000.00	Removing approximately 3,000 square feet of concrete; creating edible garden; planting drought resistant trees outside four classrooms; capturing storm water from roof and surrounding area.	NA

**STRATEGIC GROWTH COUNCIL  
URBAN GREENING FOR SUSTAINABLE COMMUNITIES  
ROUND 3 RECOMMENDATIONS**

Agency Name	County	Region	Proposal Title	Recommend	Description	Rank / Score
Los Angeles Neighborhood Land Trust *	Los Angeles	Southern	105th & Normandie Community Garden	\$75,000.00	Expanding existing community edible garden and planting native, drought resistant trees and understory. Site has cistern in place which will be used for a portion of the irrigation.	NA
Mountains Recreation and Conservation Authority *	Los Angeles	Southern	Franklin Ivar Park	\$75,000.00	Planting cluster sound barrier trees and understory near freeway off-ramp as part of larger (funded) project to create new park space.	NA
Oxnard, City of *	Ventura	Southern	Oxnard Urban Greening	\$65,000.00	Planting drought tolerant, native trees along streets and in schools by local City Corp members.	NA
Trust for Public Land *	Contra Costa	Coastal / Bay	Harbour to 8th Richmond Greenway Project	\$75,000.00	Expanding greenway which will include 2,600 square foot vegetated bioswale to treat and slow flows from parking lot. Recycled wood for benches and path delineation.	NA
Watsonville, City of *	Santa Cruz	Coastal / Bay	Upper Struve Slough Trail & Greenway	\$40,500.00	Restoring a section of Upper Struve Slough with native, drought resistant vegetation.	NA
<b>URBAN GREENING PROJECTS OVER \$75,000 RECOMMENDED FOR FUNDING</b>						
Trust for Public Land *	Ventura	Southern	Kellogg Park Development Project	\$1,000,000.00	Converting property from light commercial use to develop 2.5 acre passive park with amenities; establishing walking path, planting native trees/understory, and creating vegetated bioswales for treatment and recharge.	1

**STRATEGIC GROWTH COUNCIL  
URBAN GREENING FOR SUSTAINABLE COMMUNITIES  
ROUND 3 RECOMMENDATIONS**

Agency Name	County	Region	Proposal Title	Recommend	Description	Rank / Score
San Francisco Recreation and Park Department *	San Francisco	Coastal / Bay	Mansell Corridor Improvement	\$848,059.00	Eliminating two lanes of traffic through existing park to create a greenway with amenities for walking and cycling; developing bioswales to collect storm water; converting asphalt ditch into vegetated swale.	2
Bellflower, City of *	Los Angeles	Southern	North Caruthers Park Urban Greening & Biofiltration Project	\$650,000.00	Acquiring property to convert active commercial space to passive parkland with amenities; planting low-water use, drought tolerant trees/understory; removing 45,000 square feet of asphalt; collecting/treating water from adjacent street before entering side channel.	2
Benjamin Franklin Elementary Foundation *	Los Angeles	Southern	BFEF Urban Greening Project	\$1,000,000.00	Removing 45,000 square feet of asphalt for meadow/play area, vegetated bioswales, and rain gardens; expanding existing edible garden; planting native, drought resistant trees/understory; constructing open recycled decking and landform amphitheater; creating paths along rain gardens.	4
Ontario, City of *	San Bernardino	Southern	Museum of History and Art, Ontario - Sustainable Landscape and Education Gardens	\$998,387.00	Converting traditional landscape to drought resistant, native landscaping to tie museum theme to outside/tangible learning experience; replacing significant amount of turf and asphalt for vegetated bioswales/infiltration.	5
UCSB & the Cheadle Center for Biodiversity & Ecological Restoration *	Santa Barbara	Southern	North Campus Open Space (formerly Upper Devereux Slough Restoration (Phase I) Project)	\$1,000,000.00	Activating new community space; restoring 39 acres from high impact use (golf course) to wetland using largely reclaimed water; creating over one mile of trail with several connections to surrounding community.	5
Long Beach, City of *	Los Angeles	Southern	Willow Springs Wetland	\$924,000.00	Activating new community space; restoring 11.5 acres of lowlands and hill slopes. Creating a system of bioswales (1,700 linear feet) and ponding areas to divert stormwater and dry weather flows; converting existing dirt/access roads for pedestrian use.	7

**STRATEGIC GROWTH COUNCIL  
URBAN GREENING FOR SUSTAINABLE COMMUNITIES  
ROUND 3 RECOMMENDATIONS**

<b>Agency Name</b>	<b>County</b>	<b>Region</b>	<b>Proposal Title</b>	<b>Recommend</b>	<b>Description</b>	<b>Rank / Score</b>
Los Angeles County Department of Parks and Recreation *	Los Angeles	Southern	Model Green Park Project at Eugene A. Obregon Park	\$836,625.00	Converting traditional landscape of an existing 9.2 acre park to native/drought resistant by incorporating bio-swales, bio-retention basins, turf reduction, trees, rain barrel, plants, and demonstration garden.	8
North East Trees *	Los Angeles	Southern	Ascot Hills Park Habitat Restoration & Greening Project	\$989,000.00	Greening existing (largely barren) park with carbon sequestering shade trees, creating vegetated bioswales and infiltration system.	9
Mountains Recreation and Conservation Authority	Los Angeles	Southern	Caballero Creek and Los Angeles River Confluence Park	\$1,146,500.00	Activating new community space by removing large segment of asphalt on City and County owned property to replace with native vegetation, vegetated bioswales, interpretive signage and amenities. Over 600 feet of riverfront property.	10
Whittier, City of	Los Angeles	Southern	Greenway Landscape	\$366,327.00	Greening 1.29 miles of a well-used off road bike path that will connect to Class I bike path with additional planned regional connections.	11
Visalia, City of *	Tulare	Central	St. John's River Riparian Corridor Restoration Project	\$466,544.00	Activating new community space by converting commercial use to passive parkland with bike path that connects to other segments within the City. Planting native, drought tolerant vegetation and storm water collection features.	12
Los Angeles Conservation Corps *	Los Angeles	Southern	Willowbrook Walking Path / Compton Creek	\$798,815.00	Activating/restoring blighted space for community that bridges gap in multi-use trail and connects to additional seven miles of trail; urban runoff/stormwater treated /infiltrated above trail before entering Compton Creek.	13

**STRATEGIC GROWTH COUNCIL  
URBAN GREENING FOR SUSTAINABLE COMMUNITIES  
ROUND 3 RECOMMENDATIONS**

Agency Name	County	Region	Proposal Title	Recommend	Description	Rank / Score
Glendale, City of *	Los Angeles	Southern	Glendale Green Street Demonstration Project	\$997,900.00	Developing green streets on Harvard and Louis Streets by adding natural systems to the street network through the planting of trees, construction of a series of bioswales, curb extensions, and permeable concrete gutters.	14
Visalia, City of *	Tulare	Central	Jennings Waterway Landscape and Trail Project	\$203,500.00	Activating community space while preserving a stand of oak trees along Jennings Waterway. Restoring approximately 2 acres with native vegetation; creating 1/2 mile meandering trail that will informally connect with the adjacent Mill Creek trail; creating system of bioswales for stormwater treatment and infiltration.	14
Urban Corps of San Diego County *	San Diego	Southern	Neighborhood Canyons Access and Enhancement Project	\$856,549.76	Restoring approximately 15 acres of canyonlands; formalizing approximately 3.3 miles of voluntary trails and creating trailheads; wayfinding and interpretive signage; creating system of bioswales for stormwater treatment.	16
National City, City of *	San Diego	Southern	Hoover Avenue Park / Paradise Creek Walk	\$840,000.00	Expanding existing community space adjacent to school site and planned development; creating safe routes to school path; edible garden and removing significant amount of hardscape for bioswale.	16
Civic San Diego *	San Diego	Southern	Southcrest Trails Park	\$635,730.00	Formalizing trails, creating trailhead, and planting native trees and understory along Chollas Creek. Installing vegetated bioswales for stormwater treatment/infiltration.	16
San Jose, City Of *	Santa Clara	Coastal / Bay	Three Creeks Trail (Los Gatos Creek to Guadalupe River)	\$1,000,000.00	Developing approximately one mile of paved trail, linking residential development to the downtown core. Creating series of bioswales for stormwater collection and infiltration and a native plant community to increase bio-diversity and wildlife habitat values.	19

**STRATEGIC GROWTH COUNCIL  
URBAN GREENING FOR SUSTAINABLE COMMUNITIES  
ROUND 3 RECOMMENDATIONS**

Agency Name	County	Region	Proposal Title	Recommend	Description	Rank / Score
Vacaville Community Services Department *	Solano	Coastal / Bay	Centennial Park Riparian Forest Restoration and Loop Trail Development Project	\$680,286.00	Restoring approximately 12.5 acres on two tributaries of Horse Creek that traverse existing park; planting more than 1,200 native trees and 1,000 shrubs; adding 3,500 feet of trail linking to existing paths creating a loop trail with interpretive stops; nesting boxes.	20
Jacobs Center for Neighborhood Innovation *	San Diego	Southern	Northwest Village Chollas Creek Enhancements (Phase 4)	\$1,000,000.00	Extending and adding features to existing greenway/restoration project along Chollas Creek adjacent to school including ADA compliant pedestrian bridge, overlook and restoration using native, drought resistant plantings.	21
Watsonville, City of *	Santa Cruz	Coastal / Bay	(Watsonville Wetlands Trails and Greenways -) Rolling Hills Connector Trail & Greenway	\$185,000.00	Creating a path that will serve as a safe route to school and create an outdoor classroom. Site will catch and retain significant amounts of water from the nearby hilltop; potential for habitat diversity.	22
Richmond, City of *	Contra Costa	Coastal / Bay	Greening the Last Mile of the Richmond Greenway	\$727,553.00	Creating a connection point to the Western section of the Richmond Greening and installing bioswale and meadow; creating access point to the greenway at the bridge over the BART tracks; and creating access and park at 39th Street.	23
Koreatown Youth & Community Center *	Los Angeles	Southern	Wilshire Park Elementary School Native Habitat Garden	\$110,000.00	Greening school site by removing asphalt and replacing with vegetated bioswales, trees and understory.	24

**STRATEGIC GROWTH COUNCIL  
URBAN GREENING FOR SUSTAINABLE COMMUNITIES  
ROUND 3 RECOMMENDATIONS**

<b>Agency Name</b>	<b>County</b>	<b>Region</b>	<b>Proposal Title</b>	<b>Recommend</b>	<b>Description</b>	<b>Rank / Score</b>
East Bay Regional Park District *	Alameda	Coastal / Bay	Albany Beach Restoration and Public Access Project at East Shore State Park - Phase I	\$750,000.00	Restoring 27,000 feet of transitional upland habitat, including oyster and coastal prairie by removing invasive plant species with native, drought tolerant vegetation and installing rock nesting; formalizing user trails to improve and clearly delineate public access.	25
Anaheim, City of	Orange	Southern	Anaheim Coves (Northern Extension) Urban Nature Park	\$901,996.34	Converting barren land along a portion of Burris Basin near the Santa Ana River to native habitat and creating a through greenway/linear urban park with formal entrances at both ends.	26
San Francisco Recreation and Park Department	San Francisco	Coastal / Bay	Noe Valley Town Square Development	\$599,809.00	Developing new community space/town center by converting impervious surface to pervious, reducing the hardscape footprint; converting high water-use landscape to drought resistant.	27
Literacy for Environmental Justice *	San Francisco	Coastal / Bay	Candlestick Point State Recreation Area Healthy Habitats and Lifestyles Project	\$985,164.00	Restoring with native coastal shrub plantings grown at the on-site nursery; increasing public access with outdoor learning nodes with seating and signage for small groups linked by one mile accessible path.	28
Brea, City of	Orange	Southern	Tracks at Brea - Segment 2 Construction	\$950,000.00	Creating a 4 mile multi-use trail that will traverse the City from east to west with three public access points. Installing bioswales, native, drought resistant trees, and plants/shrubs.	29
			<b>TOTAL</b>	<b>\$23,943,245.10</b>		

**STRATEGIC GROWTH COUNCIL  
URBAN GREENING FOR SUSTAINABLE COMMUNITIES  
ROUND 3 RECOMMENDATIONS**

Agency Name	County	Region	Proposal Title	Recommend	Description	Rank / Score
<b>URBAN GREENING PLANS NOT RECOMMENDED FOR FUNDING</b>						<b>Score</b>
San Diego, City of *	San Diego	Southern	Uptown Urban Greening Plan	\$0.00	Plan to develop a system of green streets, new green spaces and strategies to link community facilities to parks.	77
Vallejo, City of*	Solano	Bay	Vallejo Urban Greening Master Plan	\$0.00	Plan to address greenhouse gas emissions and adaptability to climate change.	77
Bakersfield, City of*	Kern	Central	Downtown Bakersfield Urban Greening Plan	\$0.00	Plan to analyze and develop greening opportunities for City focusing on the downtown and connecting downtown to other parts of city.	76
San Francisco, City of	San Francisco	Bay	Biodiversity & Ecology	\$0.00	Plan to focus on preserving remnant natural areas and habitats and recreating the built environment to include local nature and integrate with natural systems.	76
El Cajon, City of*	San Diego	Southern	El Cajon East Main Street Multi-Cultural	\$0.00	Plan to provide shade, broaden sidewalks, add bike lanes, lighting and seating.	71
San Diego, City of	San Diego	Southern	Grantville Urban Greening Plan	\$0.00	Plan to establish guidelines for creating green streets to connect existing and planned residential areas to the San Diego River.	69
Los Angeles Economic Development Department*	Los Angeles	Southern	Lincoln Heights Regional Trail Plan	\$0.00	Plan to connect community of Lincoln Heights to the Los Angeles River Greenway	NA
Los Angeles Neighborhood Initiative*	Los Angeles	Southern	From Port to Park	\$0.00	Plan to connect Leland Park to the coast line.	NA
Santa Clara, County of*	Santa Clara	Bay	Urban Green 2050	\$0.00	Plan to develop an urban greening climate management and adaptation plan to modify existing tree palettes and preserve existing green assets.	NA

**STRATEGIC GROWTH COUNCIL  
URBAN GREENING FOR SUSTAINABLE COMMUNITIES  
ROUND 3 RECOMMENDATIONS**

Agency Name	County	Region	Proposal Title	Recommend	Description	Rank / Score
Trust for Public Land*	San Francisco	Southern	India Basin Shoreline Access & Greening Plan	\$0.00	Plan to address missing link of the Bay Trail.	NA
Vernon, City of *	Los Angeles	Southern	City of Vernon Greening Plan	\$0.00	Plan to develop new organizational and community paradigm and coordinate subsequent greening development projects.	NA
<b><i>Not Recommended for Funding (No site visit conducted)</i></b>						
Trust for Public Land*	Los Angeles	Southern	Reseda Riverwalk Project	\$0.00	Extending the Reseda Riverwalk at the confluence of the Los Angeles River and Aliso Creek.	78
San Francisco Planning Department*	San Francisco	Bay / Coastal	Green Connections: Oakdale Avenue	\$0.00	Greening a four block section including lighting, street striping and landscaping.	75
Daly City, City of	San Mateo	Bay / Coastal	John Daly Boulevard Greenway	\$0.00	Converting lawn medians into bioswales and landscaping.	74
Civic San Diego *	San Diego	Southern	Market Green Street Link-to-Trolley	\$0.00	Connecting pedestrians and bicyclists to the Euclid Trolley station with permeable pavement and bike lanes, native tree canopy & landscaped parkways.	74
Sonoma County Agriculture Preservation & Open Space District	Sonoma	Bay / Coastal	Copeland Creek Watershed Project	\$0.00	Acquiring 75 acres to develop a multi-use trail along Copeland Creek.	73
Amigos de los Rios*	El Monte	Los Angeles	Mulhall Family Center Greening	\$0.00	Greening three acres along the Rio Hondo River by planting native vegetation with recreational elements.	68
South San Francisco, City	San Mateo	Bay / Coastal	Grand Blvd. Greening Project	\$0.00	Planting 48 trees and plants in median and street frontages with rain gardens.	68

**STRATEGIC GROWTH COUNCIL  
URBAN GREENING FOR SUSTAINABLE COMMUNITIES  
ROUND 3 RECOMMENDATIONS**

Agency Name	County	Region	Proposal Title	Recommend	Description	Rank / Score
Visalia, City of *	Tulare	Central	Evans Waterway Trail & Rotary Park Pedestrian Connection	\$0.00	Planting native landscaping along St John's River and extending recreational trail along river.	67
People for Parks*	Los Angeles	Southern	10th Street Elementary Community School Park	\$0.00	Greening project including native vegetation, relocating fence, repairing asphalt and DG gravel path.	65
Trust for Public Land	Humboldt	North	Ryan Creek Community Forest	\$0.00	Acquiring fee title of 615 acres to complete the community forest in Eureka.	65
Ventura, County of	Ventura	Southern	Oak Park - Brookside School Greenscape Retrofit	\$0.00	Constructing pedestrian curb extension, installing bioswales and drought tolerant plants.	65
San Francisco Department of Public Works	San Francisco	Bay / Coastal	Grey2Green Schools project - International Studies	\$0.00	Removing concrete restriction growth of five trees and planting additional trees.	64
Woodlake, City of	Tulare	Central	Acquire 15 acres to extend greening project/walking trail	\$0.00	Acquiring 15 acres to extend pedestrian and bike trails and develop community garden.	60
Long Beach, City of	Los Angeles	Southern	Pacific Coast Highway	\$0.00	Landscaping improvements in public right-of-way.	NA
Marysville, City of*	Yuba	North	Yuba & East 13th Street Park	\$0.00	Acquiring eight lots for a community park.	NA
Trust for Public Land	Marin	Bay / Coastal	Marin City to National Park Greenway	\$0.00	Acquiring 9 acres to create access to a National Park.	NA
Ventura Botanical Gardens, Inc.	Ventura	Southern	Botanical Gardens	\$0.00	Developing linear trail and planting native plants with bioswale and bike stations.	NA

\* Disadvantaged or severely disadvantaged community.

NA - Projects were not scored because they were either not in a competitive pool, did not meet minimum due diligence, or did not strongly meet goals of program.

**STRATEGIC GROWTH COUNCIL  
URBAN GREENING FOR SUSTAINABLE COMMUNITIES  
ROUND 3 SUBSTITUTION RECOMMENDATIONS**

Agency Name	County	Region	Proposal Title	Description	Rank
Santa Ana, City of	Orange	Southern	Urban Greening Center Street	Removing 500 feet of concrete and replacing with bioswale and vegetation creating a green space between two ball fields.	1
San Pablo, City of *	Contra Costa	Coastal / Bay	El Portal Drive Greening Project	Planting native, drought resistant vegetation on the upper banks of Baxter Creek and creating separate bike lane (current sharrows) by removing a portion of asphalt.	2
Torrance, City of	Los Angeles	Southern	Torrance Entradero Basin & Park	Restoring upland habitat around detention basin.	3
Richmond, City of *	Contra Costa	Coastal / Bay	Booker T. Anderson Green Parking Lot and Riparian Zone Protection	Removing two parking spaces for bioswale; creating buffer between parking lot and creek to catch on-site storm water from existing park parking lot.	4
Tree Musketeers	Los Angeles	Southern	Clutter's Bluff Wildlife Habitat	Rehabilitating sand dune with native vegetation to create a greenbelt of wildlife on slope.	5
North East Trees *	Los Angeles	Southern	A living Street for Boyle Heights Project (Evergreen Neighborhood Green Street)	Creating a greenstreet by planting trees and creating a system of bioswales.	6
Civic San Diego *	San Diego	Southern	14th St. Pilot Block: G.G.R.O.W. San Diego (Greater Greener Rights-of-Way)	Creating greenstreet with demonstration project to remove concrete sidewalk and replace with permeable concrete, plant trees and remove asphalt for bioswale.	7
San Francisco Public Utilities Commission *	San Francisco	Coastal / Bay	Chinatown Green Alley Project	Removing two parking spaces for bioswale; creating buffer between parking lot and creek to catch on-site storm water from existing park parking lot.	8
Watsonville, City of*	Santa Cruz	Coastal / Bay	Upper Struve Trail & Greenway	Developing a trail/greenway along the wetland with native plantings.	9

\* Disadvantaged or severely disadvantaged community.

## **Agenda Item #7**

**ACTION:** Approval of Round 3 of Prop. 84  
Sustainable Communities Planning Grant and  
Incentives Program Recommendations for  
Funding

## **STAFF REPORT: FUNDING RECOMMENDATIONS FOR ROUND 3 SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM (AMENDED 6/4/2014)**

### **SUMMARY**

The California Department of Conservation and the California Strategic Growth Council staff requests Council approval of recommendations for the third round of the Sustainable Communities Planning Grant and Incentives Program. SGC has \$16,226,740 available through Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 (Proposition 84) funds for this program.

### **RECOMMENDED ACTION**

Approve 33 recommended awards (Appendix A) and the project substitution list (Appendix B) should unexpended funds become available.

---

SB 732 (2008) created the Sustainable Communities Planning Grant and Incentives Program. The Budget Act of 2010/11 authorized the Department of Conservation (Department) to implement and administer \$63.15 million in project funds (Proposition 84) to provide Planning Grants and Incentives awarded by the Strategic Growth Council (Council). The primary goal of this grant program is to develop and implement plans consistent with Chapter 13, Division 43, Public Resources Code, Sections 75127 and 75128. The funding plan was authorized for up to six years with a target of three separate funding rounds.

This program funds local governments and regional agencies to develop and implement plans that reduce greenhouse gas emissions and to achieve other sustainability objectives. The program has prioritized funding for disadvantaged communities. To date, the Council has awarded 93 grants totaling more than \$50 million, funding targeted general plan updates, climate action plans, specific plans, infill plans, zoning ordinances, infrastructure planning, and Sustainable Community Strategies.

Round 1: In December of 2010, the Council awarded \$26.07 million of planning grants to 50 local/regional agencies within three separate focus areas: Local Sustainable Planning, Regional SB375 (MPOs) and Regional Planning Activities with Multiple Partners.

Round 2: In May of 2012, the Council awarded \$24.61 million of planning grants to 43 local/regional agencies within three separate focus areas: Local Sustainable Planning, Regional SB375 (MPOs) and Regional Planning Activities with Multiple Partners. For the third round of funding, 88 applications were submitted and deemed eligible for review for three topical focus areas: Innovative Incentives for Sustainable Development Implementation, Sustainable Community Planning for Transit Priority Areas, and Collaborative Community Planning in Preparation for High-Speed Rail. In total, the 88 applicants identified over \$41 million in funding needs, with only \$16,226,740 available for award by the SGC.

**APPLICATION SOLICITATION AND REVIEW PROCESS**

The Council adopted the Round 3 guidelines at its November 5, 2013 meeting. In partnership, the Department and SGC held four solicitation workshops throughout the state, provided technical assistance to potential applicants, and managed the application submission and review process. State staff involved in the application review process included a wide breadth of expertise and included almost 40 representatives from twelve SGC member agencies and departments: the Governor’s Office of Planning and Research, California State Transportation Agency, California Department of Transportation, California Department of Public Health, California Environmental Protection Agency, the California High-Speed Rail Authority, California Energy Commission, Department of Water Resources, Department of Housing and Community Development, California Department of Forestry and Fire Protection, the California Department of Fish and Wildlife, and the California Water Resources Control Board.

Application review took place during the months of March and April, with the reviewers convening in early May to discuss applications and make funding recommendations. The Department oversaw the process of review submission into the online Financial Assistance Application Submittal Tool (FAAST) system and confirming final scores from reviewers.

**POLICY CONSIDERATIONS**

After scores were submitted to the SGC, SGC staff analyzed policy considerations related to the Environmental Justice set-aside, regional distribution of funds, per capita distribution of funds, applicant type and Focus Area. The Department of Conservation’s grant administration staff also provided guidance on policy related to past grant performance.

**ADJUSTED AWARDS**

SGC staff recommends thirty-three applications for award. However, the requested grant amount for these awards totals \$16,498,293, which exceeds the available Proposition 84 funding of \$16,226,740 by \$271,553. In order to provide the greatest benefit to the most eligible grantees, SGC staff recommends reducing all 33 grant awards by 1.646 percent to address this shortfall.

**Summary of Requested Recommended Funding**

	Received		Recommended	
	Number	Amount	Number	Amount
Project Applications (EJC)	29	\$13,024,577	10	\$ 4,597,159
Project Applications (Main Pool)	59	\$29,025,238	23	\$ 11,629,581
<b>TOTAL</b>	<b>88</b>	<b>\$42,049,815</b>	<b>33</b>	<b>\$ 16,226,740</b>

**SUBSTITUTION LIST**

SGC and DOC staff recognized the state received more applications worthy of funding than it had available funding. Therefore staff has included a list of projects suitable for funding should unexpended Proposition 84 Planning Grant and Incentives Program grant funds become available.

DOC staff will provide periodic updates on the availability of unexpended Proposition 84 Planning Grant and Incentives Program grant funds, which will allow DOC to more fully utilize authorized funds. Please refer to Appendix B for the Substitution List.

## **SUMMARIES OF RECOMMENDED AWARDS**

### **Environmental Justice Recommended Awards**

**1) City of Cudahy: Enabling Just and Sustainable Growth in Cudahy \$105,913**

A team of researchers and planners will create a new regulatory structure for land use development in Cudahy. Impact fees will support a multimodal transportation system, while parking reductions will encourage transit-orientation and compactness. UCLA researchers will review existing data and research, and conduct local research: trip generation observations, bicycle, pedestrian, and vehicle counts, trip diaries, and others. An extensive outreach effort will also take place, especially seeking input regarding affordability and displacement. The UCLA team will produce a document identifying needed projects in the areas of transportation, parks, and open space, and a nexus study of development's fair share contribution to such projects. Consultants will also produce a nexus study for water and sewer systems, since these currently constrain growth in Cudahy. The final ordinance will be a model for other working-class cities adapting to policy contexts removed from auto level-of-service.

**2) City of Escondido: Updated Area Plans for a Combined South Escondido Boulevard/South Quince Street Target Area \$172,754**

Escondido's General Plan arranges major land uses to preserve and enhance the integrity and character of established residential neighborhood, provide opportunities for future growth to meet the community's vision, and strengthen the economic viability of employment areas and commercial activity centers. The General Plan identifies 14 opportunity areas where land use changes are anticipated to incorporate smart growth measures and redevelopment. Four contiguous, interconnected Target Areas comprise approximately 420 acres of Escondido's more established and older sectors that extend 2.25 miles along Centre City Pkwy and Escondido Blvd. The current S. Escondido Blvd Neighborhood Plan was adopted in July 1996 and requires extensive updating. The South Quince St area has never had an area specific plan prepared. Updating the area plan for this combined area will promote equity, increase infill and compact development, and strengthen the economy.

**3) County of Tulare: Disadvantaged Communities Infrastructure and Planning Policy Analysis \$390,750**

The purpose of the proposal is to perform a Disadvantaged Communities Infrastructure and Planning Policy Analysis. We intend to integrate infrastructure analysis with the needs of our individual rural disadvantaged communities. A thorough examination and cataloguing of existing land uses will suggest infrastructure improvements, land use changes and possibly zoning changes, where feasible, in order to fulfill the goals of Senate Bill 244. The resultant Disadvantaged Community Infrastructure Maps will provide the measurement tools needed to identify infrastructure solutions and appropriate improvement projects. The intent is to reduce greenhouse gas emissions, promote equity, provide economic stability and thus enhance sustainability, protect the environment and promote healthy and safe communities. These are communities with nonexistent, aged or failing infrastructure that face serious contamination challenges, economic inequities and a severe lack of resources.

**4) Los Angeles Department of City Planning: Sustainable and Equitable Planning for Infill in Transit Priority Areas \$491,770**

Planning for Infill implements sustainable planning in Transit Priority Areas (TPAs) by developing transportation metrics that better reflect the vehicle miles traveled (VMT) benefits of affordable housing and infill development, quantifies the trip reduction benefits of Transportation Demand Management (TDM) measures, and establishes methods to adopt a VMT-based California Environmental Quality Act (CEQA) threshold. Demonstrating low VMT will encourage development of more affordable housing in TPAs. Also, by quantifying the VMT benefits of TDM measures, the City will establish the nexus to define TDM as 'standard uniform measures', making infill and new affordable housing eligible for CEQA streamlining (SB 226). The result will reduce unnecessary cost and time delays in the entitlement process, and help increase the development of affordable housing in areas served by transit. The final task is to develop a policy memo to recommend a VMT-based threshold for the City.

**5) City of Pasadena: Climate Action Plan (CAP) & Form-Based Code to Implement General Plan \$491,770**

The project consists of a Climate Action Plan (CAP) and a Form-Based Code (FBC) approach to implement, in part, the 2035 General Plan Land Use Element Update. The CAP and FBC code approach allow the City to more consistently regulate future development projects, which will simplify and standardize future project GHG analysis. Form-Based Code (FBC) approach will develop replicable methodology toward the creation of a pedestrian-oriented development pattern in business centers, connectivity between neighborhoods and employment destinations, and develop appropriate code updates or amendments to target areas around existing Gold Line (light rail) stations and certain public transit nodes.

**6) Sacramento Area Council of Governments: Accelerating Local Implementation of Sacramento Region Metropolitan Transportation Plan/Sustainable Communities Strategy \$885,186**

This is a collaborative project of SACOG and its member agencies. It provides an innovative, 3-year assistance program to help jurisdictions overcome barriers and accelerate implementation of local infill/revitalization plans to help realize regional GHG reduction targets. Based on jurisdictions' interests, the project: continues a pilot assistance program on strategies to revitalize and intensify central cores, commercial corridors, and established suburbs through the Urban Sustainability Accelerator Program in Portland, a laboratory of successful infill implementation for small- and mid-sized cities. Leverages local expertise from policy and implementation work of Sacramento County and WALKSacramento to help jurisdictions and developers implement active design/transportation improvements and promote public health. Engages renowned experts from the Center for Public Interest Design to help build resident capacity for community revitalization in South Sacramento EJ areas.

**7) City of Hawthorne: ECO-Village Revitalization Plan \$422,922**

The Plan Area is an underutilized 150-acre area located just south of the SpaceX headquarters, Tesla design lab, municipal airport and nearby Crenshaw METRO light rail station. ECO-Village will encourage a compact urban form where a diversity of land uses are within close walking distance of home and work. ECO-Village will accommodate new development in mixed-use, higher density residential projects that are linked via convenient, safe active transit routes

(walking, bicycling, and public transportation). Future development will incorporate sustainability and smart growth concepts that will reduce dependency on the private automobile. As a presage to what the future of Hawthorne can be, the ECO-Village will usher in a new urban community for its residents, businesses, and South Bay region.

**8) City of Colton: Downtown Sustainable Development Code \$228,181**

The City of Colton's Focused Sustainable Planning Program (the Project) will create innovative incentive guidelines within a plan for sustainable development implementation projects. This Project seeks to promote equity by providing incentives for affordable housing, increase infill and compact development and revitalize the urban and community center that this project is based around. Through the preparation of this revitalization plan, the City seeks to implement new land use and transportation policies that will enable the city to comply with state-mandated regional housing targets through the infill development of its established downtown rather than through new housing proposed for undeveloped portions of the City.

**9) San Joaquin Valley Regional Policy Council: Implementing a Sustainable Energy Roadmap for the San Joaquin Valley \$981,055**

The Sustainable Energy Roadmap (SER) will leverage a proven process and set of tools to support municipal agencies in the San Joaquin Valley to adopt and pursue clean energy and sustainable development goals that optimize outcomes for their most disadvantaged communities. Led by the Madera County Transportation Commission, SER is a regional model that includes the Valley's regional planning agencies, self-selected municipal participants, community stakeholders, and experts on smart growth. The project will deliver a triple bottom line (environment, economy and equity) benefit. Successful SER implementation will rely heavily on extensive community input and local adoption of best practices to enable resilient and thriving communities.

**10) City of Antioch: Downtown Specific Plan \$426,857**

The City of Antioch is requesting funding for a Downtown Specific Plan. The rebounding economy provides an opportunity to reinvent Antioch's downtown, which is an MTC/ABAG Priority Development Area, as a vibrant and healthy transit-oriented community that connects compact infill development with public transit and trails. To increase connectivity and reduce GHG emissions, the Plan will connect the existing passenger rail station and Riverwalk with the eBART station under construction and a future downtown ferry terminal, as well as enhance pedestrian and bicycle access to transit. The Plan will address all planning components required by State law, leverage existing resources and emphasize economic viability. The Plan will increase development density to create enough critical mass to support increased retail and restaurant venues downtown and "place making" to create an environment where people will want to live, work, and simply be, in a naturally-beautiful riverfront environment.

**Main Pool Recommended Awards**

**1) City of Sacramento: Sacramento Intermodal Phase 3 \$491,770**

The Sacramento Intermodal Phase 3 Project (SI-3) integrates transportation and land use to transform the existing station area in downtown Sacramento into an expanded multimodal district that meets the region's 21st century transportation needs; incorporates new modes

including high speed rail; and creates a vibrant, compact, connected center that is a gateway and catalyst for transit-oriented development. In the grant proposal, SI-3's transit and destination development will be planned and designed so that all components work well together, now and future, and foster non-vehicular travel. SI-3 will result in mobility, livability, climate and sustainability benefits that lead to greenhouse gas reductions in the region. Currently there is increasing momentum to develop in this area of downtown. This grant allows the City to take advantage of a short window of opportunity to master plan the Intermodal district to create a great urban center that achieves sustainability targets.

**2) City of Davis: Downtown/University Gateway District Plan \$591,108**

The City of Davis in co-application with Yolo County, and active partnership with the University of California at Davis, requests funding for the development and evaluation of three innovative sustainability plans for the Reduction of Automobile Usage and Fuel Consumption, Promotion of Water Conservation, and Promotion of Energy Efficiency and Conservation in the area connecting downtown Davis and the University central campus. The project will address the need for additional jobs and housing within an area where there are high numbers of pedestrian/bicyclist collisions, limited availability of affordable housing units for the City and University, existing barriers for pedestrian/bicyclists/transit riders, and lack of economic productivity on a current vacant/underutilized site adjacent to both downtown Davis and central campus and the East Village redevelopment area on the UC Davis campus.

**3) City of West Hollywood: WeHo: ACTS (Active and Community-Oriented Transportation Solutions) \$245,885**

In September 2011, West Hollywood adopted a General Plan update and Climate Action Plan (CAP), with actions to reduce community GHG emissions 25% below 2008 levels by 2035. Even in times of fiscal constraint, we have made progress on more than half of the actions contained in these plans. However, further progress toward our strategic goals and aggressive reduction targets requires more funding and resources than the City can currently provide. This request supports priority implementation items to link land use and mobility, highlight sustainability best practices, and quantitatively assess CAP implementation progress. Completing the following tasks will make West Hollywood a more sustainable community and continue our tradition of sustainable leadership: Transit Overlay Zones and Standards, Active Transportation and Transportation Demand Management Ordinance, Parking Demand and Utilization Study and Pilot Project, and Climate Action Plan Monitoring Tool.

**4) City of West Sacramento: Pioneer Bluff Redevelopment Master Plan \$377,561**

West Sacramento has been remarkably successful laying the groundwork for infill development, leveraging funds for planning, design, infrastructure, economic development, recreation, housing, brownfields cleanup, and other actions necessary to attract infill to the emerging urban core adjacent to downtown Sacramento. Achievements include Raley Field; streetscape and infrastructure improvements; the Community, Transit, and Civic Centers; Los Rios Community College; 700+ high-density housing units; River Walk Park; removal of the rail spur; and CalSTRS headquarters. This application leverages recent successes. The next area targeted for infill is the 130-acre Pioneer Bluff area. The Pioneer Bluff Redevelopment Master Plan includes land use and urban design strategies, infrastructure master planning, financing, parks/trails master

planning, analysis of environmental conditions, economic/market analysis, and related activities needed to spur urban infill development.

**5) Association of Bay Area Governments: Plan Bay Area Implementation \$983,541**

The Association of Bay Area Governments and the Metropolitan Transportation Commission propose to continue implementation of Plan Bay Area, the region's first Sustainable Communities Strategy. This grant will allow ABAG and MTC partnership with local jurisdictions, to support development of complete communities within Priority Development Areas that are healthy, sustainable and equitable. It will also allow regional agencies to link planning and implementation to accomplish the goals of SB 375.

**6) County of Santa Clara: Driving to Net Zero: Decarbonizing Transportation in Silicon Valley \$536,729**

A multi-jurisdiction/agency project to expand policies, accelerate market uptake of alternative fuel vehicles (AFV) (i.e., electric, natural gas, biofuel, hydrogen fuel cell), and stimulate development of alternative fuel infrastructure (AFI) within the county. DRIVING TO NET ZERO would assist jurisdictions in the development and adoption AFV and AFI related policies; provide jurisdictions with AFI-related training to permitting and inspection staff; explore innovative AFI (e.g., public access municipal compressed natural gas (CNG) fueling stations, regional biogas facility) ideas, and conduct cost-benefit analyses for jurisdiction or regional installation; develop private sector forum to identify ways businesses can contribute to the local AFV market transformation; develop countywide local government forum to discuss implementation opportunities and challenges, and to convene and coordinate with regional and state agencies regarding AFV and AFI policy advances and/or funding.

**7) LA County Metropolitan Transportation Authority: Sustainable South Bay Transportation and Land Use Implementation Framework \$885,048**

The Los Angeles County Metropolitan Transportation Authority (Metro), the South Bay Cities Council of Governments (SBCCOG), San Diego State University (SDSU) and the Los Angeles Regional Collaborative for Climate Action and Sustainability (LARC), a program of UCLA, have formed a partnership, to develop tools to implement the Sustainable South Bay Strategy (SSBS), a policy framework of mutually reinforcing land use and transportation initiatives that have been field tested and are now ready for implementation by cities and incorporated into the regional policy framework. The new tools consist of Climate Action Plan transportation and land use chapters that identify GHG reduction strategies at the sub-regional and local levels, a Sub-Regional Implementation Toolkit to provide technical assistance for local level adoption of GHG reduction strategies and a Mobility Matrix for the South Bay, which includes evaluation and screening criteria for identifying priority projects.

**8) San Francisco Planning Department: San Francisco Railyard Alternatives and I-280 Boulevard Feasibility Study \$490,672**

San Francisco's Railyard Alternatives and I-280 Boulevard Feasibility Study will create significant infill opportunities at the hub of regional transit (Caltrain, Bart, High Speed Rail) and substantially improve transit and street infrastructure. The work will identify alternatives for replacing a segment of I-280 with a boulevard, completing the Downtown Rail Extension (which will connect the Caltrain Depot to the Transbay Transit Center), electrifying Caltrain, and

introducing High Speed Rail with reduced costs and expedited completion. We will identify alternatives to reconfigure or relocate the Caltrain Depot railyard to create up to 3.6 million square feet of infill development valued at \$228 million. We will identify financing tools to effectively capture the value of land use changes around HSR and adjoining transit connections. The project will coordinate improvements to circulation, public space, and land use.

**9) County of Santa Cruz: Monterey Bay Community Power - Community Choice Aggregation (CCA) Phase 1 Technical Study \$344,239**

Monterey Bay Community Power (MBCP) is a regional partnership comprised of all 21 Counties and Cities within the Monterey Central Coast area, as well as other key stakeholders. The partnership was formed to analyze the environmental and economic elements involved with creating a regional Community Choice Aggregation Joint Powers Authority agency (CCA-JPA). Each MBCP partner is committed to participate in a Phase 1 Technical Study that will provide the necessary assessment and analysis. The MBCP partners have developed climate action plans (CAPs) that indicate 18% of the region's greenhouse gas comes from electricity consumption. Substantially increasing renewably generated electricity usage and lowering the demand for consumption with increased efficiency have the most potential for significant and relatively quick GHG reduction. Establishing a CCA-JPA holds the most promise for accomplishing both, a potential that makes it the region's highest priority CAP initiative.

**10) Butte County: Renewable Energy Overlay \$296,837**

To meet long-term, statewide GHG emissions, significantly more renewable energy sources must come on line in California. At the same time, the State cannot sacrifice important farmland, habitat, or recreational lands, which also provide crucial carbon and economic benefits. This grant application will cover the creation of a Renewable Energy Overlay to identify locations in unincorporated Butte County that are appropriate to accommodate renewable energy infrastructure and streamline the review and approval of new renewable energy facilities on the identified sites. The work plan proposes extensive community engagement through 19 public meetings, as well the involvement of stakeholders from a diverse range of farming, environmental, and utility backgrounds. The resulting overlay will be a model for rural communities throughout the state seeking to achieve ambitious renewable energy targets while conserving open space.

**11) City of San Jacinto: Downtown Specific Plan \$491,770**

The City of San Jacinto envisions a revitalized Downtown which preserves the city's rich cultural heritage and abundant natural environment, while activating the streets with pedestrian activity. The plan would support a network of multi-modal transportation corridors linking residents to downtown and the proposed public transit center and eventual commuter rail line terminal. The Specific Plan is an opportunity to revitalize abandoned and underutilized properties. Transit Oriented Development and incentives for green infill and mixed-use will reduce auto dependence and GHG emissions, improve infrastructure to facilitate active transportation, improve public health, and spur private investment to strengthen the local economy.

**12) City of Redding: Update to the Downtown Redding Specific Plan \$275,175**

An up-to-date Downtown Specific Plan update is needed to inform the Sustainable Communities Strategy (SCS) and the Regional Transportation Plan (RTP). The City of Redding downtown core has been identified as a strategic growth area due to adequate infrastructure, potential for substantial redevelopment, access to transit, walking and biking trails and potential for incentivized multi-use redevelopment projects. The SCS has determined that the region would see substantial reductions to greenhouse gas emissions by incentivizing development downtown in conjunction with multi-modal transportation investments. Increasing density, diversity of land use, and reducing distance to transit in the downtown core will encourage walking, biking and the use of transit. The existing specific plan needs to be updated to incorporate the goals of both plans and to incorporate infill goals by fundamentally changing the character of downtown to incentivize multi-use development and affordable housing.

**13) Los Angeles County Department of Regional Planning: West Carson Transit Oriented Development Specific Plan \$491,770**

The County of Los Angeles proposes development of Specific Plan for Transit Oriented District in the community of West Carson. The target area is one-half mile radius from West Carson Metro station within unincorporated area. The Specific Plan will address the need to support multimodal transportation for all users, to promote mixed use and compact development, and to improve infrastructure. Through implementation of the Specific Plan, the County seeks to improve aging and fragmented commercial development, to increase new housing stocks in higher-density, and to create more vibrant and healthier community center for all members of the community. Interdepartmental collaboration and communication with various stakeholders will take place throughout the process. Through the Specific Plan, the County aims to continue planning efforts in support of AB 32 to reduce greenhouse gas emissions through local measures that coordinate land use and transportation.

**14) Association of Monterey Bay Area Governments: Sustainable Communities Strategy Implementation Project (SCSIP) \$491,770**

The goal of the SCSIP is to implement the 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) by making it possible for infill development to become a reality in high quality transit corridors. High quality transit corridors are corridors with rail or transit service at 15-minute headways or better. Opportunity Areas are within a half mile of transit stops along high quality transit corridors. To create consistency with the SCS at the local level the SCSIP will remove barriers to mixed use infill development in Opportunity Areas via revised local policies and ordinances that implement innovative transportation strategies and create incentives for transit oriented development. This will create consistency with the land use pattern envisioned in the 2035 MTP/SCS in local policies. Additionally, the SCSIP will result in economic development strategies that revitalize cities as well as build strong stakeholder buy-in, particularly in disadvantaged communities.

**15) Sonoma County Transportation Authority: Shift Sonoma County \$868,463**

Shift Sonoma County will define locally specific actions to implement high priority transportation strategies to reduce greenhouse gas emissions by encouraging a shift in both the mode and fuel used for personal transportation. Strategies to be developed through Shift are those at the nexus of Plan Bay Area, the SCTA Comprehensive Transportation Plan (CTP), and Climate Action 2020 (CA2020, a multijurisdictional community Climate Action Plan). Shift will enable Sonoma

County jurisdictions to better integrate transportation investment and land use planning and make diverse transportation choices more feasible and attractive throughout Sonoma County, including Priority Development Areas and disadvantaged communities. In this way, Shift will enable measurable reductions in automobile usage and fuel consumption while improving public health and equity in Sonoma County.

**16) Southern California Association of Governments: Sustainable Communities Strategy Implementation in Southern California Through Sustainability Projects \$983,541**

SCAG and the six co-applicant cities referenced above submit a Joint Proposal with Project Title above. This Proposal is a critical component to fully implement the adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to achieve greenhouse gas (GHG) reduction and other sustainability goals. This Proposal includes six sustainability projects focusing on implementing key SCS strategies across a diverse SCAG region. These projects include: Mixed-Use Development Standards (Burbank); Downtown Specific Plan (Hemet); Complete Streets Master Plan (Lancaster); Form-Based Street Design Guidelines (Pasadena); Healthy RC Sustainability Action Plan (Rancho Cucamonga); and Climate Action Plan (Seal Beach). In addition, the proposal also includes using regional forums to share the tools developed and lessons learned among all local jurisdictions in the region.

**17) City of Avenal: General Plan Update and Sustainability Implementation Programs \$458,138**

The City of Avenal is applying for a Sustainable Communities Planning Grant to complete a General Plan Update and a series of Sustainability Implementation Programs (GPU/SIP). Avenal's current General Plan was adopted in 2005 and already contains a comprehensive set of goals and policies that promote sustainable development patterns. However, the Plan needs to be updated to meet recent changes in State law. More importantly, the City seeks to develop a series of Implementation Programs that will facilitate the implementation of the General Plan's goals and policies and allow Avenal to become a more sustainable community. These programs will also allow the City's planning documents to be consistent with the Kings County Regional Climate Action Plan, scheduled to be completed in May 2014, and the San Joaquin Valley Blueprint. As a result, the GPU/SIP will play a critical role in working toward State goals that are supported by the Sustainable Communities grant program.

**18) City of San Diego: Balboa Avenue Station Area Plan \$786,832**

The Balboa Avenue Station Area Plan would engage the community to establish transit-oriented development (TOD) adjacent to the planned Balboa Avenue Trolley station. Multi-modal improvements will be identified to increase bicycle, pedestrian, and transit access to the station. The area has constrained roadways that could affect access to the future Trolley Station. The existing land use and community plans do not effectively address TOD or multi-modal access to the Station. With the design process for the Mid-Coast Corridor Light Rail Transit Project underway, the service could serve as a catalyst for new TOD uses near the station. The Plan will engage the Pacific Beach and Clairemont communities to produce a Specific Plan and implementation program that addresses transportation demand, economic market analysis, urban design concepts, and multimodal improvement projects. The Plan will be implemented through Community Plan and Facilities Financing Plan amendments.

**19) City of Goleta: City of Goleta Bicycle/Pedestrian Master Plan \$203,415**

Develop and implement a City Bicycle and Pedestrian Master Plan that will assist with land use planning, development projects, and the capital program.

**20) City of Holtville: General Plan and Service Area Plan Update \$248,836**

The City of Holtville is proposing to update their General Plan and Service Area Plan consistent with the State Planning Priorities. The proposed General Plan and Service Area Plan will comprehensively promote infill development and equity by coherently designating land uses based on analysis of infrastructure resources and strategically matching planned uses to the available capacity of the existing and/or planned infrastructure for location efficient development. The proposed General Plan would also incorporate new programs and policies to preserve natural and recreational resources within our planning boundaries that have not been satisfactorily addressed under prior plans and maximize active transportation opportunities. The project will result in the development and establishment of strategies, programs and policies that promote active transportation and compact development in a comprehensive and cohesive manner while protecting natural resources and preventing urban sprawl.

**21) City of Anaheim: West Anaheim (Beach Boulevard) Corridor Specific Plan \$491,770**

Project includes developing a Specific Plan for a 1.5-mile segment of Beach Boulevard from approximately 0.25 miles north of Lincoln Avenue to just south of Ball Road in West Anaheim. Planning activities include community visioning (at least 10 neighborhood meetings), a revitalization strategy, development concepts, codes, standards, and regulations, an implementation plan, full CEQA analysis and establishing baseline indicators. West Anaheim is characterized by stable, well-maintained neighborhoods (roughly 9,700 people per square mile), but its primary corridor is challenged by an abundance of aging, underutilized strip commercial centers, vacant lots and approximately 15 transient motels. The current land use balance has had a negative impact on the community's quality of life and compromised our ability to attract superior economic and residential investments. Beach Boulevard has an average daily traffic count of 66,000 and has been designated a "high quality transit corridor."

**22) City of Arroyo Grande: Central Coast Collaborative CAP Implementation and Monitoring Program \$102,940**

The collaborative implementation and monitoring program is an innovative strategy which will help the region achieve significant GHG reductions and allow them to track these reductions and determine overall progress toward achieving state goals. The program will provide a user-friendly tool to record data associated with CAPs and other GHG-reducing activities, which will result in tangible data regarding the effectiveness of GHG reduction strategies. Therefore, if strategies are not performing as well as initially expected, corrective action can be taken immediately to focus efforts on achieving the largest GHG reductions at the lowest cost. This work program will also include best practices for implementation of one of the GHG reduction strategies (energy audit and retrofit program). The tools and best practices developed as part of this work program will provide valuable resources which can be implemented in other local and regional jurisdictions across the state.

**23) City of Burlingame: General Plan Update \$491,770**

The City of Burlingame has demonstrated a commitment to sustainability by adopting several initiatives including sustainable strategies, but these have been approached in a piecemeal

fashion, and the General Plan Update offers the opportunity to incorporate these adopted strategies into one comprehensive plan document. The General Plan Update will also expand existing programs promoting infill development to other areas of the community where appropriate, and integrate regionally-oriented initiatives such as Plan Bay Area and the Grand Boulevard Initiative into the General Plan. The General Plan update will result in a comprehensive document containing all of the Sustainable Communities Strategies in one document, and will serve as a model which can be used by other small communities facing the same challenges, and will serve as a demonstration project for the newly updated General Plan Guidelines 2013 to be issued by the OPR, including new mapping tools and templates.

**Appendix B: Substitution List**  
**Round Three Sustainable Communities Planning Grant and Incentives Program**

The list of projects below shall be given priority to receive Prop. 84 Sustainable Communities Grant and Incentives Program funding should unexpended funds become available.

Project Title	Applicant	County	Request Amount
Rancho Cucamonga Metrolink Station Specific Plan	City of Rancho Cucamonga	San Bernardino	\$400,000
Malibu Sustainable Community Program	City of Malibu	Los Angeles	\$496,989
A Bridge from Plans to Action: Sustainable Development in Berkeley	City of Berkeley	Alameda	\$74,959
Vallejo Innovative Incentives for Sustainable Development Implementation Project	City of Vallejo	Solano	\$424,704
Targeted General Plan Update, Associated Studies and Programmatic EIR	City of El Cerrito	Contra Costa	\$499,097
Regional / Local Climate Action Implementation Project*	City of Suisun City	Solano	\$265,958
North Sierra Highway Specific Plan	Inyo County	Inyo	\$695,580
Moving El Cajon Forward: An Integrated Update of the General Plan, Land Use Codes and Infrastructure Plans*	City of El Cajon	San Diego	\$1,000,000
East El Monte Economic Vitality and Community Sustainability Plan*	City of Dinuba	Tulare	\$427,130
San Gabriel Valley Active Transportation Plan*	County of Los Angeles	Los Angeles	\$341,872

\*Indicates this project applied, and was eligible for, Environmental Justice (EJ) set-aside funds. If unexpended funds become available from recommended Round 3 Environmental Justice awards, these applications will be given priority for potential funding.

**Appendix A**

Recommended Awards:

Round Three Sustainable Communities Planning Grant and Incentives Program

Agenda Item #7

Strategic Growth Council

June 3, 2014 Council Meeting

RANK	PROPOSAL TITLE	APPLICANT	COUNTY	REGION	REQUEST AMOUNT	1.65% REDUCTION*	RECOMMENDED AWARD
<b>Environmental Justice Recommendations for Funding</b>							
1	Enabling Just and Sustainable Growth in Cudahy	City of Cudahy	Los Angeles	SCAG	\$ 107,685	\$ 1,772	\$ 105,913
2	Updated Area Plans for a Combined South Escondido Boulevard/South Quince Street Target Area	Escondido, City of	San Diego	SANDAG	\$ 175,645	\$ 2,891	\$ 172,754
3	Disadvantaged Communities Infrastructure and Planning Policy Analysis	County of Tulare	Tulare	SJV	\$ 397,289	\$ 6,539	\$ 390,750
4	Sustainable and Equitable Planning for Infill in Transit Priority Areas	Los Angeles, Department of City Planning	Los Angeles	SCAG	\$ 500,000	\$ 8,230	\$ 491,770
5	Climate Action Plan (CAP) & Form-Based Code to Implement General	City of Pasadena	Los Angeles	SCAG	\$ 500,000	\$ 8,230	\$ 491,770
6	Accelerating Local Implementation of Sacramento Region Metropolitan Transportation Plan/Sustainable Communities Strategy	Sacramento Area Council of Governments (Co-applicant: Sacramento County)	Sacramento	SACOG	\$ 900,000	\$ 14,814	\$ 885,186
7	Hawthorne ECO-Village Revitalization Plan	City of Hawthorne	Los Angeles	SCAG	\$ 430,000	\$ 7,078	\$ 422,922
8	City of Colton Downtown Sustainable Development Code	City of Colton	San Bernardino	SCAG	\$ 232,000	\$ 3,819	\$ 228,181
9	Implementing a Sustainable Energy Roadmap for the San Joaquin Valley	San Joaquin Valley Regional Policy Council (Lead applicant: Madera County; co-applicant: City of Visalia)	Madera	SJV	\$ 997,473	\$ 16,418	\$ 981,055
10	City of Antioch Downtown Specific Plan	City of Antioch	Contra Costa	MTC	\$ 434,000	\$ 7,143	\$ 426,857
<b>TOTAL ENVIRONMENTAL JUSTICE RECOMMENDED AMOUNT (28% of total awards; set aside goal is 25%)</b>							<b>\$ 4,597,159</b>
<b>Main Pool Recommendations for Funding</b>							
1	Sacramento Intermodal Phase 3	City of Sacramento	Sacramento	SACOG	\$ 500,000	\$ 8,230	\$ 491,770
2	Downtown/University Gateway District Plan	City of Davis (co-applicant: Yolo County)	Yolo	SACOG	\$ 601,000	\$ 9,892	\$ 591,108
3	WeHo:ACTS (Active and Community-Oriented Transportation Solutions)	City of West Hollywood	Los Angeles	SCAG	\$ 250,000	\$ 4,115	\$ 245,885
4	Pioneer Bluff Redevelopment Master Plan	City of West Sacramento	Yolo	SACOG	\$ 383,879	\$ 6,318	\$ 377,561
5	Plan Bay Area Implementation	Association of Bay Area Governments (co-applicant: Metropolitan Transportation Commission)	Multiple Counties	MTC	\$ 1,000,000	\$ 16,459	\$ 983,541
6	Driving to Net Zero: Decarbonizing Transportation in Silicon Valley	County of Santa Clara (co-applicants: Cities of Morgan Hill, Cupertino, Palo Alto, Sunnyvale, Mountain View)	Santa Clara	MTC	\$ 545,711	\$ 8,982	\$ 536,729
7	Sustainable South Bay Transportation and Land Use Implementation Framework	LA County Metropolitan Transportation Authority (co-applicant South Bay Cities Council of Governments)	Los Angeles	SCAG	\$ 899,859	\$ 14,811	\$ 885,048
8	San Francisco Railyard Alternatives and I-280 Boulevard Feasibility	San Francisco Planning Department	San Francisco	MTC	\$ 498,883	\$ 8,211	\$ 490,672
9	Monterey Bay Community Power - Community Choice Aggregation	County of Santa Cruz	Multiple Counties	Coastal	\$ 350,000	\$ 5,761	\$ 344,239
10	Renewable Energy Overlay	Butte County	Butte	Northern CA	\$ 301,805	\$ 4,968	\$ 296,837
11	City of San Jacinto Downtown Specific Plan	City of San Jacinto	Riverside	SCAG	\$ 500,000	\$ 8,230	\$ 491,770
12	Update to the Downtown Redding Specific Plan	City of Redding	Shasta	Northern CA	\$ 279,780	\$ 4,605	\$ 275,175
13	West Carson Transit Oriented Development Specific Plan	Los Angeles County Department of Regional Planning	Los Angeles	SCAG	\$ 500,000	\$ 8,230	\$ 491,770
14	AMBAG Sustainable Communities Strategy Implementation Project	Association of Monterey Bay Area Governments	Multiple Counties	Coastal	\$ 500,000	\$ 8,230	\$ 491,770
15	Shift Sonoma County	Sonoma County Transportation Authority	Sonoma	MTC	\$ 882,997	\$ 14,534	\$ 868,463
16	Sustainable Communities Strategy Implementation in Southern California Through Sustainability Projects	Southern California Assn of Govts. (co-applicants: Cities of Hemet, Lancaster, Rancho Cucamonga, Seal Beach, Burbank, Pasadena)	Los Angeles	SCAG	\$ 1,000,000	\$ 16,459	\$ 983,541
17	City of Avenal General Plan Update and Sustainability Implementation	City of Avenal	Kings	SJV	\$ 465,805	\$ 7,667	\$ 458,138
18	Balboa Avenue Station Area Plan	City of San Diego (co-applicant: San Diego Assoc. of Governments)	San Diego	SANDAG	\$ 800,000	\$ 13,168	\$ 786,832
19	City of Goleta Bicycle/Pedestrian Master Plan	City of Goleta	Santa Barbara	Coastal	\$ 206,819	\$ 3,404	\$ 203,415
20	Holtville General Plan and Service Area Plan Update	City of Holtville	Imperial	SCAG	\$ 253,000	\$ 4,164	\$ 248,836
21	West Anaheim (Beach Boulevard) Corridor Specific Plan	City of Anaheim	Orange	SCAG	\$ 500,000	\$ 8,230	\$ 491,770
22	Central Coast Collaborative CAP Implementation and Monitoring	City of Arroyo Grande	San Luis Obispo	Coastal	\$ 104,663	\$ 1,723	\$ 102,940
23	City of Burlingame General Plan Update	City of Burlingame	San Mateo	MTC	\$ 500,000	\$ 8,230	\$ 491,770
<b>TOTAL MAIN POOL RECOMMENDED AMOUNT</b>							<b>\$ 11,629,581</b>
*Reflects SGC staff policy recommendation to support the greatest number of awards with available funding.						<b>GRANT TOTAL</b>	<b>\$ 16,226,740</b>

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM  
ROUND THREE APPLICATION SCORES**

RANK	PROPOSAL TITLE	APPLICANT	PROJECT DESCRIPTION	SCORE	REQUEST AMOUNT
<b>ENVIRONMENTAL JUSTICE SET-ASIDE APPLICATIONS</b>					
1	Enabling Just and Sustainable Growth in Cudahy*	City of Cudahy	A team of researchers and planners will create a new regulatory structure for land use development in Cudahy. Impact fees will support a multimodal transportation system, while parking reductions will encourage transit-orientation and compactness. UCLA researchers will review existing data and research, and conduct local research: trip generation observations, bicycle, pedestrian, and vehicle counts, trip diaries, and others. An extensive outreach effort will also take place, especially seeking input regarding affordability and displacement. The UCLA team will produce a document identifying needed projects in the areas of transportation, parks, and open space, and a nexus study of development's fair share contribution to such projects. Consultants will also produce a nexus study for water and sewer systems, since these currently constrain growth in Cudahy. The final ordinance will be a model for other working-class cities adapting to policy contexts removed from auto level-of-service.	92	\$ 107,685
2	Updated Area Plans for a Combined South Escondido Boulevard/South Quince Street Target Area*	Escondido, City of	Escondido's General Plan arranges major land uses to preserve and enhance the integrity and character of established residential neighborhood, provide opportunities for future growth to meet the community's vision, and strengthen the economic viability of employment areas and commercial activity centers. The General Plan identifies 14 opportunity areas where land use changes are anticipated to incorporate smart growth measures and re/development. Four contiguous, interconnected Target Areas comprise approximately 420 acres of Escondido's more established and older sectors that extend 2.25 miles along Centre City Pkwy and Escondido Blvd. The current S. Escondido Blvd Neighborhood Plan was adopted in July 1996 and requires extensive updating. The South Quince St area has never had an area specific plan prepared. Updating the area plan for this combined area will promote equity, increase infill and compact development, and strengthen the economy.	92	\$ 175,645
3	Disadvantaged Communities Infrastructure and Planning Policy Analysis*	County of Tulare	The purpose of the proposal is to perform a Disadvantaged Communities Infrastructure and Planning Policy Analysis. We intend to integrate infrastructure analysis with the needs of our individual rural disadvantaged communities. A thorough examination and cataloguing of existing land uses will suggest infrastructure improvements, land use changes and possibly zoning changes, where feasible, in order to fulfill the goals of Senate Bill 244. The resultant Disadvantaged Community Infrastructure Maps will provide the measurement tools needed to identify infrastructure solutions and appropriate improvement projects. The intent is to reduce greenhouse gas emissions, promote equity, provide economic stability and thus enhance sustainability, protect the environment and promote healthy and safe communities. These are communities with nonexistent, aged or failing infrastructure that face serious contamination challenges, economic inequities and a severe lack of resources.	91.333	\$ 397,289
4	Climate Action Plan (CAP) & Form-Based Code to Implement General Plan*	City of Pasadena	The project consists of a Climate Action Plan (CAP) and a Form-Based Code (FBC) approach to implement, in part, the 2035 General Plan Land Use Element Update. The CAP and FBC code approach allow the City to more consistently regulate future development projects, which will simplify and standardize future project GHG analysis. Form-Based Code (FBC) approach will develop replicable methodology towards the creation of a pedestrian-oriented development pattern in business centers, connectivity between neighborhoods and employment destinations, and develop appropriate code updates or amendments to target areas around existing Gold Line (light rail) stations and certain public transit nodes.	89.67	\$ 500,000
5	Sustainable and Equitable Planning for Infill in Transit Priority Areas (Planning for Infill)*	Los Angeles, Department of City Planning	Planning for Infill implements sustainable planning in Transit Priority Areas (TPAs) by developing transportation metrics that better reflect the vehicle miles traveled (VMT) benefits of affordable housing and infill development, quantifies the trip reduction benefits of Transportation Demand Management (TDM) measures, and establishes methods to adopt a VMT-based California Environmental Quality Act (CEQA) threshold. Demonstrating low VMT will encourage development of more affordable housing in TPAs. Also, by quantifying the VMT benefits of TDM measures, the City will establish the nexus to define TDM as 'standard uniform measures', making infill and new affordable housing eligible for CEQA streamlining (SB 226). The result will reduce unnecessary cost and time delays in the entitlement process, and help increase the development of affordable housing in areas served by transit. The final task is to develop a policy memo to recommend a VMT-based threshold for the City.	89.67	\$ 500,000

NOTE: Final recommendations to the Council reflect rankings based on numerical scores as well as policy considerations such as past performance of grantees, environmental justice set-asides, and geographic distribution.

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM  
ROUND THREE APPLICATION SCORES**

<b>RANK</b>	<b>PROPOSAL TITLE</b>	<b>APPLICANT</b>	<b>PROJECT DESCRIPTION</b>	<b>SCORE</b>	<b>REQUEST AMOUNT</b>
6	Accelerating Local Implementation of Sacramento Region Metropolitan Transportation Plan/Sustainable Communities Strategy*	Sacramento Area Council of Governments	This is a collaborative project of SACOG and its member agencies. It provides an innovative, 3-year assistance program to help jurisdictions overcome barriers and accelerate implementation of local infill/revitalization plans to help realize regional GHG reduction targets. Based on jurisdictions' interests, the project: *Continues a pilot assistance program on strategies to revitalize and intensify central cores, commercial corridors, and established suburbs through the Urban Sustainability Accelerator Program in Portland - a laboratory of successful infill implementation for small- and mid-sized cities. *Leverages local expertise from policy and implementation work of Sacramento County and WALKSacramento to help jurisdictions and developers implement active design/transportation improvements and promote public health. *Engages renowned experts from the Center for Public Interest Design to help build resident capacity for community revitalization in South Sacramento EJ areas.	<b>88.33</b>	\$ 900,000
7	Hawthorne ECO-Village Revitalization Plan*	City of Hawthorne	The City of Hawthorne is seeking a grant for the ECO-Village Specific Plan (ECO-Village). The Plan Area is an underutilized 150-acre area located just south of the SpaceX headquarters, Tesla design lab, municipal airport and nearby Crenshaw METRO light rail station. ECO-Village will encourage a compact urban form where a diversity of land uses are within close walking distance of home and work. ECO-Village will accommodate new development in mixed-use, higher density residential projects that are linked via convenient, safe active transit routes (walking, bicycling, and public transportation). Future development will incorporate sustainability and smart growth concepts that will reduce dependency on the private automobile. As a presage to what the future of Hawthorne can be, the ECO-Village will usher in a new urban community for its residents, businesses, and South Bay region.	<b>87.33</b>	\$ 430,000
8	City of Colton Downtown Sustainable Development Code*	City of Colton	The City of Colton's Focused Sustainable Planning Program (the Project) will create innovative incentive guidelines within a plan for sustainable development implementation projects. This Project seeks to promote equity by providing incentives for affordable housing, increase infill and compact development and revitalize the urban and community center that this project is based around. Through the preparation of this revitalization plan, the City seeks to implement new land use and transportation policies that will enable the city to comply with state-mandated regional housing targets through the infill development of its established downtown rather than through new housing proposed for undeveloped portions of the City.	<b>87</b>	\$ 232,000
9	Implementing a Sustainable Energy Roadmap for the San Joaquin Valley*	San Joaquin Valley Regional Policy Council	The Sustainable Energy Roadmap (SER) will leverage a proven process and set of tools to support municipal agencies in the San Joaquin Valley to adopt and pursue clean energy and sustainable development goals that optimize outcomes for their most disadvantaged communities. Led by the Madera County Transportation Commission, SER is a regional model that includes the Valley's regional planning agencies, self-selected municipal participants, community stakeholders, and experts on smart growth. The project will deliver a triple bottom line (environment, economy and equity) benefit. Successful SER implementation will rely heavily on extensive community input and local adoption of best practices to enable resilient and thriving communities.	<b>87</b>	\$ 997,473
10	City of Antioch Downtown Specific Plan*	City of Antioch	The City of Antioch is requesting funding for a Downtown Specific Plan. The rebounding economy provides an opportunity to reinvent Antioch's downtown, which is an MTC/ABAG Priority Development Area, as a vibrant and healthy transit-oriented community that connects compact infill development with public transit and trails. To increase connectivity and reduce GHG emissions, the Plan will connect the existing passenger rail station and Riverwalk with the eBART station under construction and a future downtown ferry terminal, as well as enhance pedestrian and bicycle access to transit. The Plan will address all planning components required by State law, leverage existing resources and emphasize economic viability. The Plan will increase development density to create enough critical mass to support increased retail and restaurant venues downtown and "place making" to create an environment where people will want to live, work, and simply be, in a naturally-beautiful riverfront environment.	<b>86.67</b>	\$ 434,000

NOTE: Final recommendations to the Council reflect rankings based on numerical scores as well as policy considerations such as past performance of grantees, environmental justice set-asides, and geographic distribution.

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM  
ROUND THREE APPLICATION SCORES**

<b>RANK</b>	<b>PROPOSAL TITLE</b>	<b>APPLICANT</b>	<b>PROJECT DESCRIPTION</b>	<b>SCORE</b>	<b>REQUEST AMOUNT</b>
11	Regional / Local Climate Action Implementation Project	City of Suisun City	This is a collaborative effort to develop best practices for incorporating climate action into a General Plan and effective climate action plan implementation for a growing city with an ambitious reduction target. Project Partners include the cities of Suisun City and Pittsburg. Climate action is often treated as a separate planning exercise, producing unintended consequences, including barriers to infill development, compact development, and transit-supportive development. A more holistic approach to comprehensive planning that includes climate action would allow appropriate consideration of the barriers and opportunities related to land economics, infrastructure planning and financing, regional dynamics, and the important co-benefits of GHG-efficient land use and transportation planning. With the right incentives in place, including a "self-funding" climate action approach, there is substantial reduction potential with the right integration of land use and transportation planning.	<b>86.67</b>	\$ 265,958
12	East El Monte Economic Vitality and Community Sustainability Plan	City of Dinuba	The City of Dinuba proposes to create the East El Monte Economic Vitality and Community Sustainability Plan (Plan) which will allow for focused and innovative land use planning that will supplement the City's General Plan. The Plan will identify land use, housing, transportation, and economic development strategies to re-conceptualize and revitalize the City's main commercial corridor in Dinuba and entrance into Dinuba from the east. The Plan will also create the regulatory mechanisms to amend the current zoning regulations, providing the City with the tools needed for implementation through form-based zoning.	<b>84.67</b>	\$ 427,130
13	Moving El Cajon Forward: An Integrated Update of the General Plan, Land Use Codes and Infrastructure Plans	City of El Cajon	El Cajon seeks a fully updated General Plan, land use regulations and infrastructure plans to more effectively connect with SANDAG and State goals to maximize the City's potential to promote equity, economic development and sustainability, as its Housing Element update was merely the beginning. An integrated and comprehensive approach has been determined to be best, as myopically focusing on the many individual pieces as many separate projects is inefficient and would fracture the numerous environmental justice communities. This integrated approach also promotes the readiness needed for local implementation of public and private projects, along with collaborative and complementary implementation of SANDAG's regional planning programs.	<b>84.67</b>	\$ 1,000,000
14	San Gabriel Valley Active Transportation Plan	County of Los Angeles	Prepare an Active Transportation Plan (Plan) for four unincorporated San Gabriel Valley communities in the County of Los Angeles. The Plan will identify strategies and projects to help improve the mobility of bicyclists, pedestrians and public transit users in the area. The focus communities for the Plan include Avocado Heights-Bassett, South San Gabriel, West Puente Valley, West Whittier-Los Nietos and Whittier Narrows. The Plan recommendations will guide the development of future capital improvement projects that balance the needs of congestion management with statewide goals related to promotion of public health through active transportation, and reduction of greenhouse gas emissions.	<b>84.33</b>	\$ 341,872
15	City of South Gate Climate Action Plan (CAP) 2014	City of South Gate	The City of South Gate is seeking a grant to complete a Climate Action Plan (CAP). The CAP will serve as an action-oriented and dynamic plan that will precipitate sustainable change in the community. The CAP will reinforce the regional efforts of mitigating greenhouse gas (GHG) emissions and promoting sustainable practices and establish a set of action-oriented policies to meet 1990 GHG emission levels by 2020 per AB32. It will include a timeline, breakdown of action steps, and estimated benefits of each action compared to the baseline data year of 2005, a description of financing mechanism, and an assignment of responsibility to city departments and staff. The CAP will evaluate the performance metrics of up to 36 indicators of climate change and address emissions for land use and transportation, green building and energy use, water use, waste generation, and land conservation and tree planting. The CAP will allow the City to boldly move forward toward lasting sustainability.	<b>83.67</b>	\$ 438,000

NOTE: Final recommendations to the Council reflect rankings based on numerical scores as well as policy considerations such as past performance of grantees, environmental justice set-asides, and geographic distribution.

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM  
ROUND THREE APPLICATION SCORES**

RANK	PROPOSAL TITLE	APPLICANT	PROJECT DESCRIPTION	SCORE	REQUEST AMOUNT
16	Richmond Climate Action Plan	City of Richmond	The Richmond Climate Action Plan (CAP) will create an integrated CEQA-compliant, plan-based strategy for improving air quality, reducing greenhouse gas emissions, prioritizing reduction projects and policies, addressing climate change effects and adaptation, creating a climate resilient community, promoting economic vitality and ensuring affordable, infill housing opportunities in the City of Richmond. The CAP will be developed through an active public engagement process and assist the implementation of the City's General Plan 2030 and Livable Corridors Form-Based Code, an effort funded by the Strategic Growth Council. Compliant projects will benefit from a streamlined environmental review that will spur infill development, job creation and neighborhood revitalization, while ensuring environmental quality and equity. This project will aid Richmond's mission to become a more sustainable, healthy and economically strong city to the benefit of the local community and surrounding region.	<b>83.33</b>	\$ 382,722
17	Miner Avenue Precise Road Plan	City of Stockton	Establish a Miner Avenue Precise Road Plan incorporating multi-modal accessibility, supporting downtown revitalization and infill land use development. A vision planning effort includes a multi-day public design charrette process, in-depth traffic and parking demand analysis. A TOD alternative will be explored with transit and planning partners. A detailed Precise Roadway Plan will be prepared that includes bicycle, pedestrian, transit facilities and other details for the ten-block corridor based on evaluation of lane, intersection, parking and access management strategies in the Miner Avenue Streetscape Plan. A CEQA/NEPA environmental document is required for City Council and to adopt the Precise Road Plan and corridor zoning changes. Zoning changes will facilitate higher-density, pedestrian-oriented infill to implement the Vision Plan. An Implementation Plan will summarize capital projects, programs and timelines to implement the Vision and financing strategies.	<b>82.67</b>	\$ 432,000
18	Southwest Area Specific Plan	City of Fresno	The Southwest Area Specific Plan (SWASP) will develop a comprehensive and inclusive plan for implementing compact, resource, and location-efficient development in a way that expands access to opportunity for all in one of California's most severely impacted environmental justice communities. The project area includes ten-thousand acres of city and unincorporated land in the Fresno Sphere of Influence (SOI), south of SR 180 and west of SR 99 and SR41. The current population is approximately 41,087 (2010 Census) and is one of Fresno's most diverse neighborhoods with 75% of the population as people of color (2010 Census).	<b>82.33</b>	\$ 500,000
19	Hanford-Going Green: Comprehensive General Plan Update	City of Hanford	The City of Hanford requests \$437,072 under the Environmental Justice set-aside to support a comprehensive update to the City's General Plan. The current General Plan is 12 years old, out-of-date, and out-of-alignment with regional growth strategies. The project's primary objectives under Focus Area #1 are to: 1) increase infill and compact development; 2) improve infrastructure systems; and 3) promote equity, with co-benefits of reducing automobile usage and fuel consumption and strengthening the local economy. Hanford's population of 55,479 is the fastest growing in Kings County. The population grew by an explosive 30% between 2000 and 2012 and continuous 2-3% annual growth is projected. Hanford is at a critical juncture for guiding future growth. The project will include analysis of opportunities with the proposed High Speed Rail line east of the City, revitalization of the Downtown East area, and strategies for improving the Lacey Boulevard Corridor.	<b>81.33</b>	\$ 437,072
20	CAPtivate Western Riverside County: Implementation of the Subregional Climate Action Plan & Other Sustainability Efforts	Western Riverside Council of Governments	CAPtivate Western Riverside County will enable Western Riverside Council of Governments and the City of Riverside to implement the Subregional Climate Action/Adaption Plan and existing sustainability plans thereby aiding member jurisdictions and partners to collectively seize opportunities in achieving climate protection goals. The goal of CAPtivate is adoption and implementation by each jurisdiction of a CEQA-compliant CAP. To achieve this, three strategies will be employed: 1)Application of UrbanFootprint to analytically and visually develop CAP implementation scenarios and incentives to prioritize investment and illustrate co-benefits; 2)Provide CEQA clearance with respect to GHG emissions for future projects that are consistent with the CAP; and 3)Implement the WRCOG Neighborhood Electrical Vehicle Plan through Riverside CommunityLINK, a neighborhood electric circulator/jitney system that links outlying neighborhoods with High Quality Transit Areas.	<b>81</b>	\$ 899,925

NOTE: Final recommendations to the Council reflect rankings based on numerical scores as well as policy considerations such as past performance of grantees, environmental justice set-asides, and geographic distribution.

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM  
ROUND THREE APPLICATION SCORES**

<b>RANK</b>	<b>PROPOSAL TITLE</b>	<b>APPLICANT</b>	<b>PROJECT DESCRIPTION</b>	<b>SCORE</b>	<b>REQUEST AMOUNT</b>
21	Greenways to Rivers Arterial Stormwater System (GRASS) Greenprint	City of Los Angeles, Department of Public Works	This Greenprint will: leverage and integrate Green Regional Initiatives to stimulate implementation; create design guidelines and details for a hierarchical network of stormwater and watershed project opportunities; advance EJ goals and engage disadvantaged communities; develop a web application for crowd sourcing ideas and resources; identify "One Water" ecological goals for complete watershed sustainability in order to define quantitative site, sub-drainage, and regional targets; assess benefits and define qualitative and quantitative indicators to track success; enable collaborative funding partnerships; facilitate attainment of regulatory program policy objectives, and regulatory program alignment; provide a connective framework for Enhanced Water Quality Management Plans; coordinate with ongoing transportation planning by SCAG, the City and others to bring greater environmental benefits to transit initiatives; and provide a green layer for City's new Mobility element.	<b>81</b>	\$ 500,000
22	Piloting equitable development facilitation methods in communities of concern along San Pablo Corridor	Association of Bay Area Governments	The Association of Bay Area Governments proposes to facilitate equitable and sustainable infill development. The proposed work will enable ABAG to provide focused technical assistance to volunteer cities, adjacent to San Pablo corridor, with concentrations of vulnerable populations and structures as sites to field test methods to localize replicable tools for low-impact, high benefit development in inner Bay Area corridors.	<b>80</b>	\$ 500,000
23	Patterning the Future of Turlock's Downtown	City of Turlock	The City of Turlock proposes to prepare a planning toolkit to facilitate higher density residential and commercial development in its historic downtown consistent with StanCOG's draft Sustainable Communities Strategy. The toolkit will include a master plan to frame the overall vision, a pattern book to guide future private and public investments that preserve its historic character, and an implementation strategy to identify financing mechanisms to implement the plan, including zoning regulations. A market analysis will be conducted to determine the feasibility of various development types and to identify development financing programs that are necessary to overcome barriers to downtown development. Community outreach will be conducted through a series of focus group meetings, three community workshops, and a mobile workshop for key decision-makers. To achieve broader regional participation, two regional workshops are planned on development financing and on the pattern book approach.	<b>79.33</b>	\$ 489,140
24	Promoting Equity Through Planning	Sanger, City of	The City of Sanger proposes to complete the following tasks: 1. Develop a Housing Element to serve as strategy to create smart growth strategies throughout the city to benefit all income levels, particularly low-, or moderate income families; 2. Develop a Climate Action Plan (CAP) to serve as an implementation strategy to reduce greenhouse gas emissions in Sanger; and 3. Update the General Plan to reference, support and reinforce the goals of the Housing Element, and the CAP. Sanger's General Plan includes an Air Quality Mitigation Amendment; the grant funding will allow the city to enhance the plan to consider all reductions of greenhouse gases - transportation, energy efficiency and renewable energy use. The CAP will follow the ICLEI climate action planning process. The strategies developed in the Housing Element will allow city leaders to plan future housing developments to include the number and type of housing required to meet the needs of the current and future residents.	<b>75.67</b>	\$ 406,278
25	Los Angeles River Valley Bikeway and Greenway	LA County Metropolitan Transportation Authority	The LA River Valley Bikeway when funded, will create an 12-mile seamless non-motorized commuter route by closing critical gaps in the public transportation system, integrating and synchronizing disparate plans to achieve streamlined implementation and re-value/reuse existing infrastructure in an innovative way that will result in new public access to active transportation with considerable greenhouse gas reductions. The project will provide new bike path and greenway facilities on publicly-owned flood control easements and other lands adjacent to the LA River that have not been accessible to the public. It will connect existing river paths to each other and to the on-street bicycle network and transit system leveraging considerable commitments made by other organizations. The project will provide safer circulation for vulnerable populations, including children and the elderly, by offering new connections to schools and other community institutions with fewer vehicle interface points.	<b>75.33</b>	\$ 995,335

NOTE: Final recommendations to the Council reflect rankings based on numerical scores as well as policy considerations such as past performance of grantees, environmental justice set-asides, and geographic distribution.

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM  
ROUND THREE APPLICATION SCORES**

<b>RANK</b>	<b>PROPOSAL TITLE</b>	<b>APPLICANT</b>	<b>PROJECT DESCRIPTION</b>	<b>SCORE</b>	<b>REQUEST AMOUNT</b>
26	Encanto Innovative Incentives Implementation Plan Village at Euclid and Market	City of San Diego	Encanto Innovative Incentives Implementation for the Village at Euclid and Market will create a shovel-ready sustainable community plan, incentivizing multi-modal infrastructure funding, urban creek renewal, and public/ private investment that implements the Regional Plan, General Plan and proposed Community Plan. The Encanto Community is poised to become a model for other locations statewide and nationally in the implementation of AB 32 GHG reduction targets and SB 375, as well as alternative energy, urban agriculture, public health and other innovative strategies. This Environmental Justice co-application between City and County of San Diego and will be executed by CivicSD, a city-owned non-profit for economic development, using a diverse cross-sector partnership of agencies and stakeholders with jurisdiction and interest in the nearly 400 acre economic target area, a State HCD Gold Level Catalyst Community and Environmental Justice qualified area.	<b>74.33</b>	\$ 1,000,000
27	Shared Ownership and Responsibility: A Modelling Case Study of Public Health, Transportation, and Planning	San Bernardino Associated Governments	The San Bernardino Associated Governments (SANBAG) and San Bernardino County Department of Public Health (DPH) proposal is to further develop and field test the planning models focusing on the public health outputs. The collaborative project proposes to enhance both Strategic Growth Council's (SGC) statewide public health module project and Southern California Association of Government's (SCAG) regional scenario planning model project by assessing the model's sensitivity in the public health analysis section. The project will ultimately provide a framework of database management and model integration that will ensure consistency not only with the regional scenario planning model, but with other modeling efforts in the County. Through the development of the joint database system, the County will be able to collect and use data using evidence-based data gathering methodologies that can easily be organized and disseminated to various organizations.	<b>73</b>	\$ 500,000
28	Inglewood Bicycle and Pedestrian Master Plan	City of Inglewood	The City of Inglewood is applying for a Planning Grant in Focus Area 2-Sustainable Community Planning in Transit Priority Areas, to prepare a Bicycle and Pedestrian Master Plan (Plan). The Plan would be adopted as an amendment to the Circulation Element of the City's General Plan. It would include 1) a route map, 2) policies regarding bicycles, pedestrians, and other non-motorized modes, and 3) the implementation and funding program identifying what would be funded through public Capital Improvements, grants, or private development. Significant physical changes are planned to occur in Inglewood over the next 5-10 years as a result of the LAX/Crenshaw Metro line construction, Hollywood Park Tomorrow Redevelopment, The Forum restoration, Senior Center development, and reconstruction of Century Boulevard and La Brea Avenue. These developments make it a critical time for the City to proactively evaluate alternative modes of transportation.	<b>68</b>	\$ 250,000
29	Green Element to the General Plan	City of South El Monte	The Green Element's philosophy is broad and inclusive. It seeks not only to preserve, but also to conserve. This includes vital natural resources such as water, energy, air, and wildlife. The Green Element also includes goals and policies for landscaping, enhancing the City's corridors and its identity. By combining three elements into one comprehensive plan, the City recognizes that open space, conservation and parks are part of an integrated network of green resources.	<b>63</b>	\$ 125,000

NOTE: Final recommendations to the Council reflect rankings based on numerical scores as well as policy considerations such as past performance of grantees, environmental justice set-asides, and geographic distribution.

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM  
ROUND THREE APPLICATION SCORES**

RANK	PROPOSAL TITLE	APPLICANT	PROJECT DESCRIPTION	SCORE	REQUEST AMOUNT
<b>MAIN POOL APPLICATIONS</b>					
1	Downtown/University Gateway District Plan*	Davis, City of	The City of Davis in co-application with Yolo County, and active partnership with the University of California at Davis, requests funding for the development and evaluation of three innovative sustainability plans for the Reduction of Automobile Usage and Fuel Consumption, Promotion of Water Conservation, and Promotion of Energy Efficiency and Conservation in the area connecting downtown Davis and the University central campus. The project will address the need for additional jobs and housing within an area where there are high numbers of pedestrian/bicyclist collisions, limited availability of affordable housing units for the City and University, existing barriers for pedestrian/bicyclists/transit riders, and lack of economic productivity on a current vacant/underutilized site adjacent to both downtown Davis and central campus and the East Village redevelopment area on the UC Davis campus.	97	\$ 601,000
2	Sacramento Intermodal Phase 3*	City of Sacramento	The Sacramento Intermodal Phase 3 Project (SI-3) integrates transportation and land use to transform the existing station area in downtown Sacramento into an expanded multimodal district that meets the region's 21st century transportation needs; incorporates new modes including high speed rail; and creates a vibrant, compact, connected center that is a gateway and catalyst for transit-oriented development. In the grant proposal, SI-3's transit and destination development will be planned and designed so that all components work well together, now and future, and foster non-vehicular travel. SI-3 will result in mobility, livability, climate and sustainability benefits that lead to greenhouse gas reductions in the region. Currently there is increasing momentum to develop in this area of downtown. This grant allows the City to take advantage of a short window of opportunity to master plan the Intermodal district to create a great urban center that achieves sustainability targets.	97	\$ 500,000
3	WeHo:ACTS (Active and Community-Oriented Transportation Solutions)*	City of West Hollywood	In September 2011, West Hollywood adopted a General Plan update and Climate Action Plan (CAP), with actions to reduce community GHG emissions 25% below 2008 levels by 2035. Even in times of fiscal constraint, we have made progress on more than half of the actions contained in these plans. However, further progress toward our strategic goals and aggressive reduction targets requires more funding and resources than the City can currently provide. This request supports priority implementation items to link land use and mobility, highlight sustainability best practices, and quantitatively assess CAP implementation progress. Completing the following tasks will make West Hollywood a more sustainable community and continue our tradition of sustainable leadership: Transit Overlay Zones and Standards, Active Transportation and Transportation Demand Management Ordinance, Parking Demand and Utilization Study and Pilot Project, and Climate Action Plan Monitoring Tool.	96.67	\$ 250,000
4	Pioneer Bluff Redevelopment Master Plan*	City of West Sacramento	West Sacramento has been remarkably successful laying the groundwork for infill development, leveraging funds for planning, design, infrastructure, economic development, recreation, housing, brownfields cleanup, and other actions necessary to attract infill to the emerging urban core adjacent to downtown Sacramento. Achievements include Raley Field; streetscape and infrastructure improvements; the Community, Transit, and Civic Centers; Los Rios Community College; 700+ high-density housing units; River Walk Park; removal of the rail spur; and CalSTRS headquarters. This application leverages recent successes. The next area targeted for infill is the 130-acre Pioneer Bluff area. The Pioneer Bluff Redevelopment Master Plan includes land use and urban design strategies, infrastructure master planning, financing, parks/trails master planning, analysis of environmental conditions, economic/market analysis, and related activities needed to spur urban infill development.	96	\$ 383,879
5	Plan Bay Area Implementation*	Association of Bay Area Governments	The Association of Bay Area Governments and the Metropolitan Transportation Commission propose to continue implementation of Plan Bay Area, the region's first Sustainable Communities Strategy. This grant will allow ABAG and MTC partnership with local jurisdictions, to support development of complete communities within Priority Development Areas that are healthy, sustainable and equitable. It will also allow regional agencies to link planning and implementation to accomplish the goals of SB 375.	95	\$ 1,000,000

NOTE: Final recommendations to the Council reflect rankings based on numerical scores as well as policy considerations such as past performance of grantees, environmental justice set-asides, and geographic distribution.

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM  
ROUND THREE APPLICATION SCORES**

<b>RANK</b>	<b>PROPOSAL TITLE</b>	<b>APPLICANT</b>	<b>PROJECT DESCRIPTION</b>	<b>SCORE</b>	<b>REQUEST AMOUNT</b>
6	Driving to Net Zero: Decarbonizing Transportation in Silicon Valley*	County of Santa Clara	A multi-jurisdiction/agency project to expand policies, accelerate market uptake of alternative fuel vehicles (AFV) (i.e., electric, natural gas, biofuel, hydrogen fuel cell), and stimulate development of alternative fuel infrastructure (AFI) within the county. DRIVING TO NET ZERO would assist jurisdictions in the development and adoption AFV and AFI related policies; provide jurisdictions with AFI-related training to permitting and inspection staff; explore innovative AFI (e.g., public access municipal compressed natural gas (CNG) fueling stations, regional biogas facility) ideas, and conduct cost-benefit analyses for jurisdiction or regional installation; develop private sector forum to identify ways businesses can contribute to the local AFV market transformation; develop countywide local government forum to discuss implementation opportunities and challenges, and to convene and coordinate with regional and state agencies regarding AFV and AFI policy advances and/or funding.	<b>94.67</b>	\$ 545,711
7	Sustainable South Bay Transportation and Land Use Implementation Framework*	LA County Metropolitan Transportation Authority	The Los Angeles County Metropolitan Transportation Authority (Metro), the South Bay Cities Council of Governments (SBCCOG), San Diego State University (SDSU) and the Los Angeles Regional Collaborative for Climate Action and Sustainability (LARC), a program of UCLA, have formed a partnership, to develop tools to implement the Sustainable South Bay Strategy (SSBS), a policy framework of mutually reinforcing land use and transportation initiatives that have been field tested and are now ready for implementation by cities and incorporated into the regional policy framework. The new tools consist of Climate Action Plan transportation and land use chapters that identify GHG reduction strategies at the sub-regional and local levels, a Sub-Regional Implementation Toolkit to provide technical assistance for local level adoption of GHG reduction strategies and a Mobility Matrix for the South Bay, which includes evaluation and screening criteria for identifying priority projects.	<b>94</b>	\$ 899,859
8	San Francisco Railyard Alternatives and I-280 Boulevard Feasibility Study*	San Francisco Planning Department	San Francisco's Railyard Alternatives and I-280 Boulevard Feasibility Study will create significant infill opportunities at the hub of regional transit (Caltrain, Bart, High Speed Rail) and substantially improve transit and street infrastructure. The work will identify alternatives for replacing a segment of I-280 with a boulevard, completing the Downtown Rail Extension (which will connect the Caltrain Depot to the Transbay Transit Center), electrifying Caltrain, and introducing High Speed Rail with reduced costs and expedited completion. We will identify alternatives to reconfigure or relocate the Caltrain Depot railyard to create up to 3.6 million square feet of infill development valued at \$228 million. We will identify financing tools to effectively capture the value of land use changes around HSR and adjoining transit connections. The project will coordinate improvements to circulation, public space, and land use.	<b>93.67</b>	\$ 498,883
9	Monterey Bay Community Power - Community Choice Aggregation (CCA) Phase 1 Technical Study*	County of Santa Cruz	Monterey Bay Community Power (MBCP) is a regional partnership comprised of all 21 Counties and Cities within the Monterey Central Coast area, as well as other key stakeholders. The partnership was formed to analyze the environmental and economic elements involved with creating a regional Community Choice Aggregation Joint Powers Authority agency (CCA-JPA). Each MBCP partner is committed to participate in a Phase 1 Technical Study that will provide the necessary assessment and analysis. The MBCP partners have developed climate action plans (CAPs) that indicate 18% of the region's greenhouse gas comes from electricity consumption. Substantially increasing renewably generated electricity usage and lowering the demand for consumption with increased efficiency have the most potential for significant and relatively quick GHG reduction. Establishing a CCA-JPA holds the most promise for accomplishing both, a potential that makes it the region's highest priority CAP initiative.	<b>92.33</b>	\$ 350,000
10	Renewable Energy Overlay*	Butte County	To meet long-term, statewide GHG emissions, significantly more renewable energy sources must come on line in California. At the same time, the State cannot sacrifice important farmland, habitat, or recreational lands, which also provide crucial carbon and economic benefits. This grant application will cover the creation of a Renewable Energy Overlay to identify locations in unincorporated Butte County that are appropriate to accommodate renewable energy infrastructure and streamline the review and approval of new renewable energy facilities on the identified sites. The work plan proposes extensive community engagement through 19 public meetings, as well the involvement of stakeholders from a diverse range of farming, environmental, and utility backgrounds. The resulting overlay will be a model for rural communities throughout the state seeking to achieve ambitious renewable energy targets while conserving open space.	<b>91</b>	\$ 301,805

NOTE: Final recommendations to the Council reflect rankings based on numerical scores as well as policy considerations such as past performance of grantees, environmental justice set-asides, and geographic distribution.

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM  
ROUND THREE APPLICATION SCORES**

<b>RANK</b>	<b>PROPOSAL TITLE</b>	<b>APPLICANT</b>	<b>PROJECT DESCRIPTION</b>	<b>SCORE</b>	<b>REQUEST AMOUNT</b>
11	City of San Jacinto Downtown Specific Plan*	City of San Jacinto	The City of San Jacinto envisions a revitalized Downtown which preserves the city's rich cultural heritage and abundant natural environment, while activating the streets with pedestrian activity. The plan would support a network of multi-modal transportation corridors linking residents to downtown and the proposed public transit center and eventual commuter rail line terminal. The Specific Plan is an opportunity to revitalize abandoned and underutilized properties. Transit Oriented Development and incentives for green infill and mixed-use will reduce auto dependence and GHG emissions, improve infrastructure to facilitate active transportation, improve public health, and spur private investment to strengthen the local economy.	<b>90.67</b>	\$ 500,000
12	Update to the Downtown Redding Specific Plan Incorporating Infill Development Needs of the Sustainable Communities Plan*	City of Redding	An up-to-date Downtown Specific Plan update is needed to inform the Sustainable Communities Strategy(SCS) and the Regional Transportation Plan(RTP). The City of Redding downtown core has been identified as a strategic growth area due to adequate infrastructure, potential for substantial redevelopment, access to transit, walking and biking trails and potential for incentivized multi-use redevelopment projects. The SCS has determined that the region would see substantial reductions to greenhouse gas emissions by incentivizing development downtown in conjunction with multi-modal transportation investments. Increasing density, diversity of land use, and reducing distance to transit in the downtown core will encourage walking, biking and the use of transit. The existing specific plan needs to be updated to incorporate the goals of both plans and to incorporate infill goals by fundamentally changing the character of downtown to incentive multi-use development and affordable housing.	<b>90.33</b>	\$ 279,780
13	AMBAG Sustainable Communities Strategy Implementation Project (SCSIP)*	Association of Monterey Bay Area Governments	The goal of the SCSIP is to implement the 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) by making it possible for infill development to become a reality in high quality transit corridors. High quality transit corridors are corridors with rail or transit service at 15 minute headways or better. Opportunity Areas are within a half mile of transit stops along high quality transit corridors. To create consistency with the SCS at the local level the SCSIP will remove barriers to mixed use infill development in Opportunity Areas via revised local policies and ordinances that implement innovative transportation strategies and create incentives for transit oriented development. This will create consistency with the land use pattern envisioned in the 2035 MTP/SCS in local policies. Additionally, the SCSIP will result in economic development strategies that revitalize cities as well as build strong stakeholder buy-in, particularly in disadvantaged communities.	<b>90</b>	\$ 500,000
14	Shift Sonoma County*	Sonoma County Transportation Authority	Shift Sonoma County will define locally specific actions to implement high priority transportation strategies to reduce greenhouse gas emissions by encouraging a shift in both the mode and fuel used for personal transportation. Strategies to be developed through Shift are those at the nexus of Plan Bay Area, the SCTA Comprehensive Transportation Plan (CTP), and Climate Action 2020 (CA2020, a multijurisdictional community Climate Action Plan). Shift will enable Sonoma County jurisdictions to better integrate transportation investment and land use planning and make diverse transportation choices more feasible and attractive throughout Sonoma County, including Priority Development Areas and disadvantaged communities. In this way, Shift will enable measurable reductions in automobile usage and fuel consumption while improving public health and equity in Sonoma County.	<b>90</b>	\$ 882,997
15	West Carson Transit Oriented Development Specific Plan*	Los Angeles County Department of Regional Planning	The County of Los Angeles proposes development of Specific Plan for Transit Oriented District in the community of West Carson. The target area is one-half mile radius from West Carson Metro station within unincorporated area. The Specific Plan will address the need to support multimodal transportation for all users, to promote mixed use and compact development, and to improve infrastructure. Through implementation of the Specific Plan, the County seeks to improve aging and fragmented commercial development, to increase new housing stocks in higher-density, and to create more vibrant and healthier community center for all members of the community. Interdepartmental collaboration and communication with various stakeholders will take place throughout the process. Through the Specific Plan, the County aims to continue planning efforts in support of AB 32 to reduce greenhouse gas emissions through local measures that coordinate land use and transportation.	<b>90</b>	\$ 500,000

NOTE: Final recommendations to the Council reflect rankings based on numerical scores as well as policy considerations such as past performance of grantees, environmental justice set-asides, and geographic distribution.

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM  
ROUND THREE APPLICATION SCORES**

<b>RANK</b>	<b>PROPOSAL TITLE</b>	<b>APPLICANT</b>	<b>PROJECT DESCRIPTION</b>	<b>SCORE</b>	<b>REQUEST AMOUNT</b>
16	Balboa Avenue Station Area Plan*	City of San Diego	The Balboa Avenue Station Area Plan would engage the community to establish transit-oriented development (TOD) adjacent to the planned Balboa Avenue Trolley station. Multi-modal improvements will be identified to increase bicycle, pedestrian, and transit access to the station. The area has constrained roadways that could affect access to the future Trolley Station. The existing land use and community plans do not effectively address TOD or multi-modal access to the Station. With the design process for the Mid-Coast Corridor Light Rail Transit Project underway, the service could serve as a catalyst for new TOD uses near the station. The Plan will engage the Pacific Beach and Clairemont communities to produce a Specific Plan and implementation program that addresses transportation demand, economic market analysis, urban design concepts, and multimodal improvement projects. The Plan will be implemented through Community Plan and Facilities Financing Plan amendments.	<b>89.67</b>	\$ 800,000
17	City of Avenal General Plan Update and Sustainability Implementation Programs*	City of Avenal	The City of Avenal is applying for a Sustainable Communities Planning Grant to complete a General Plan Update and a series of Sustainability Implementation Programs (GPU/SIP). Avenal's current General Plan was adopted in 2005 and already contains a comprehensive set of goals and policies that promote sustainable development patterns. However, the Plan needs to be updated to meet recent changes in State law. More importantly, the City seeks to develop a series of Implementation Programs that will facilitate the implementation of the General Plan's goals and policies and allow Avenal to become a more sustainable community. These programs will also allow the City's planning documents to be consistent with the Kings County Regional Climate Action Plan, scheduled to be completed in May 2014, and the San Joaquin Valley Blueprint. As a result, the GPU/SIP will play a critical role in working towards State goals that are supported by the Sustainable Communities grant program.	<b>89.67</b>	\$ 465,805
18	City of Goleta Bicycle/Pedestrian Master Plan*	City of Goleta	Develop and implement a City Bicycle and Pedestrian Master Plan that will assist with land use planning, development projects, and the capital program.	<b>89.67</b>	\$ 206,819
19	Sustainable Communities Strategy Implementation in Southern California Through Sustainability Projects*	Southern California Assn of Governments (SCAG)	SCAG and the six co-applicant cities referenced above submit a Joint Proposal with Project Title above. This Proposal is a critical component to fully implement the adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to achieve greenhouse gas (GHG) reduction and other sustainability goals. This Proposal includes six sustainability projects focusing on implementing key SCS strategies across a diverse SCAG region. These projects include: Mixed-Use Development Standards (Burbank); Downtown Specific Plan (Hemet); Complete Streets Master Plan (Lancaster); Form-Based Street Design Guidelines (Pasadena); Healthy RC Sustainability Action Plan (Rancho Cucamonga); and Climate Action Plan (Seal Beach). In addition, the proposal also includes using regional forums to share the tools developed and lessons learned among all local jurisdictions in the region.	<b>89.67</b>	\$ 1,000,000
20	Holtville General Plan and Service Area Plan Update*	City of Holtville	The City of Holtville is proposing to update their General Plan and Service Area Plan consistent with the State Planning Priorities. The proposed General Plan and Service Area Plan will comprehensively promote infill development and equity by coherently designating land uses based on analysis of infrastructure resources and strategically matching planned uses to the available capacity of the existing and/or planned infrastructure for location efficient development. The proposed General Plan would also incorporate new programs and policies to preserve natural and recreational resources within our planning boundaries that have not been satisfactorily addressed under prior plans and maximize active transportation opportunities. The project will result in the development and establishment of strategies, programs and policies that promote active transportation and compact development in a comprehensive and cohesive manner while protecting natural resources and preventing urban sprawl.	<b>89</b>	\$ 253,000

NOTE: Final recommendations to the Council reflect rankings based on numerical scores as well as policy considerations such as past performance of grantees, environmental justice set-asides, and geographic distribution.

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM  
ROUND THREE APPLICATION SCORES**

<b>RANK</b>	<b>PROPOSAL TITLE</b>	<b>APPLICANT</b>	<b>PROJECT DESCRIPTION</b>	<b>SCORE</b>	<b>REQUEST AMOUNT</b>
21	West Anaheim (Beach Boulevard) Corridor Specific Plan*	City of Anaheim	Project includes developing a Specific Plan for a 1.5-mile segment of Beach Boulevard from approximately 0.25 miles north of Lincoln Avenue to just south of Ball Road in West Anaheim. Planning activities include community visioning (at least 10 neighborhood meetings), a revitalization strategy, development concepts, codes, standards, and regulations, an implementation plan, full CEQA analysis and establishing baseline indicators. West Anaheim is characterized by stable, well-maintained neighborhoods (roughly 9,700 people per square mile), but its primary corridor is challenged by an abundance of aging, underutilized strip commercial centers, vacant lots and approximately 15 transient motels. The current land use balance has had a negative impact on the community's quality of life and compromised our ability to attract superior economic and residential investments. Beach Boulevard has an average daily traffic count of 66,000 and has been designated a "high quality transit corridor."	<b>89</b>	\$ 500,000
22	Central Coast Collaborative CAP Implementation and Monitoring Program*	City of Arroyo Grande	The collaborative implementation and monitoring program is an innovative strategy which will help the region achieve significant GHG reductions and allow them to track these reductions and determine overall progress toward achieving state goals. The program will provide a user-friendly tool to record data associated with CAPs and other GHG-reducing activities, which will result in tangible data regarding the effectiveness of GHG reduction strategies. Therefore, if strategies are not performing as well as initially expected, corrective action can be taken immediately to focus efforts on achieving the largest GHG reductions at the lowest cost. This work program will also include best practices for implementation of one of the GHG reduction strategies (energy audit and retrofit program). The tools and best practices developed as part of this work program will provide valuable resources which can be implemented in other local and regional jurisdictions across the state.	<b>88.67</b>	\$ 104,663
23	Vallejo Innovative Incentives for Sustainable Development Implementation Project	City of Vallejo	The City of Vallejo requests a \$500,000 grant to implement an Integrated Revitalization Program for Sustainable Progress with 2 objectives. 1 Continue to update targeted elements of the Vallejo General Plan with a more dedicated effort to ensure that CAP objectives are complimented and supported. 2. Implement zoning regulations to address water and resource efficiency issues by including low impact development standards, and incentive-based LEED-ND and Form-Based Codes. Major entry corridors to the Downtown have not achieved full potential, despite natural and built assets: bayside location, open space, historic structures, infill and reuse opportunities, and Baylink Ferry Service. They can be revitalized as green, multi-modal avenues, mixed-use developments, housing, and streetscape. The General Plan creates a vision and policy framework. Zoning and design standards will enact the vision for a more economically, socially and environmentally sustainable community.	<b>88.67</b>	\$ 424,704
24	City of Burlingame General Plan Update*	City of Burlingame	The City of Burlingame has demonstrated a commitment to sustainability by adopting several initiatives including sustainable strategies, but these have been approached in a piecemeal fashion, and the General Plan Update offers the opportunity to incorporate these adopted strategies into one comprehensive plan document. The General Plan Update will also expand existing programs promoting infill development to other areas of the community where appropriate, and integrate regionally-oriented initiatives such as Plan Bay Area and the Grand Boulevard Initiative into the General Plan. The General Plan update will result in a comprehensive document containing all of the Sustainable Communities Strategies in one document, and will serve as a model which can be used by other small communities facing the same challenges, and will serve as a demonstration project for the newly updated General Plan Guidelines 2013 to be issued by the OPR, including new mapping tools and templates.	<b>88.333</b>	\$ 500,000
25	Rancho Cucamonga Metrolink Station Specific Plan	City of Rancho Cucamonga	The City of Rancho Cucamonga is committed to addressing multi-modal transportation choices, improved transportation connectivity, transportation oriented development standards, and public safety and wishes to submit a grant application to the SGC program for funds to develop the Rancho Cucamonga Metrolink Station Specific Plan. The proposed Specific Plan will consider and evaluate the surrounding land uses of the existing Metrolink Station location on Milliken Avenue and create a Specific Plan to guide development through improved transit connections, transit-oriented specific development standards and requirements.	<b>88.33</b>	\$ 400,000

NOTE: Final recommendations to the Council reflect rankings based on numerical scores as well as policy considerations such as past performance of grantees, environmental justice set-asides, and geographic distribution.

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM  
ROUND THREE APPLICATION SCORES**

RANK	PROPOSAL TITLE	APPLICANT	PROJECT DESCRIPTION	SCORE	REQUEST AMOUNT
26	A Bridge from Plans to Action: Sustainable Development in Berkeley	City of Berkeley	Local governments are struggling to operationalize and institutionalize the plans and policies that were adopted to achieve state, regional, and local greenhouse gas emissions reduction goals. The purpose of Berkeley's proposed project is to ensure that any new land use development, zoning ordinance amendment, or local land use plan or plan update is consistent with local, regional, and state planning priorities. The project will achieve this purpose by integrating a "Sustainable Development Checklist" into the City's land use decision-making processes. Integration of the checklist into the City's land use decision-making processes will be supported through development of written guidance for land use planning staff and ongoing training for both staff and members of the City's main land use decision-making bodies - the Zoning Adjustments Board and Planning Commission.	<b>88</b>	\$ 74,959
27	Malibu Sustainable Community Program	City of Malibu	Malibu proposes to develop a Sustainable Community Program (SCP) to set policies, create key implementation tools and update regulations. Elements include a Climate Action Plan with a Sea Level Rise vulnerability assessment, emission reduction and water conservation strategies and a Civic Center Specific Plan, including multi-mode transportation, green street and solar ready design standards. To implement the SCP, the City will dedicate staff, hire expert consultants and leverage investments in related regional and City projects. The proposal will maximize the utility of digital mapping software for analyzing, tracking and sharing local and regional agencies' spatial layers in order to more effectively integrate Malibu permitting data with planning strategies. The proposal will also develop a robust storm drain mapping and assessment project for water quality- and flood-related critical infrastructure management, adaptation strategies and protection of natural resources.	<b>88</b>	\$ 496,989
28	Targeted General Plan Update, Associated Studies and Programmatic EIR	City of El Cerrito	The City of El Cerrito seeks funding for: 1) a targeted General Plan update to establish programs, policies, thresholds and strategies that effectively advance goals of Plan Bay Area and create a model for sustainable infill development through diverse housing types, high walkability and economic revitalization near transit; and 2) financial, economic and nexus analyses to ensure policies are smart, implementable and sustainable. The targeted update will use information developed through the City's Climate Action Plan and regional sustainability plans to develop new, integrated elements that incorporate innovative infill design solutions and flexible zoning to increase housing and innovation districts; climate adaptation and resiliency strategies; healthy and equitable parks, recreation and human services policies; and, a Capital Improvement element and strategic Implementation Plan that capture the impacts of future development and ensure continued delivery of exemplary service.	<b>87.67</b>	\$ 499,097
29	North Sierra Highway Specific Plan	Inyo County	Specific Plan and EIR for North Sierra Highway (Bishop)	<b>85</b>	\$ 695,580
30	Update Bicycle Master Plan	City of Stockton	This project will rewrite the Stockton Bicycle Master Plan (BMP), bringing it in line with Sustainable Growth, Infill Development, Complete Streets, Transit Oriented Development and other city and regional goals. The project will redesign the Stockton Bicycle Network in cooperation with other agencies and with business and public outreach and input. Each proposed bikeway segment will be analyzed for need, safety, construction and political feasibility, and alignment with community goals. Bicycle education, safety, and promotion programs will be analyzed for feasibility before inclusion. The goal is a new Bicycle and Pedestrian Master Plan that will facilitate rapid construction of the remainder of the Bicycle Network as earmarked funding arrives each year and that will assign responsibility for beginning recommended programs to specific departments with guidelines and proposed schedules.	<b>83.67</b>	\$ 457,368
31	Wasco Focused General Plan Update and Specific Plan Preparation for High-Speed Rail	City of Wasco	The City of Wasco is proposing a targeted General Plan update and implementing Specific Plan in preparation for high-speed rail development through the City's core commercial and industrial development areas. Wasco is located in the Initial Operating Section of the California High-Speed Rail project and residential, commercial, and industrial areas will need to be relocated. The planning strategy will update the Land Use and Circulation Elements of the General Plan and prepare a High-Speed Rail Corridor Specific Plan. Although Wasco is a small, low-income city struggling with serious public health issues, it would like to demonstrate how the high-speed rail project can enhance the community and make Wasco an example of how state and local planning priorities can work together to create a sustainable and healthier future for all concerned.	<b>83</b>	\$ 378,056

NOTE: Final recommendations to the Council reflect rankings based on numerical scores as well as policy considerations such as past performance of grantees, environmental justice set-asides, and geographic distribution.

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM  
ROUND THREE APPLICATION SCORES**

<b>RANK</b>	<b>PROPOSAL TITLE</b>	<b>APPLICANT</b>	<b>PROJECT DESCRIPTION</b>	<b>SCORE</b>	<b>REQUEST AMOUNT</b>
32	Mill District Design Standards, Zoning Regulations, and Infrastructure Plan	City of Fortuna	Preparation of Infrastructure Plans, draft Mixed-Use Zoning Regulations and proposed City Zoning Map revisions, to implement the Focus Area: Mill District policies and programs, in the adopted Fortuna General Plan 2030. The Infrastructure Plans will be prepared to identify the off-site infrastructure and essential public service improvements that will be necessary to support the maximum planned mixed-use development of the Mill District. The Mixed-Use Zoning Regulations and City Zoning Map revisions will be prepared to implement the adopted Mill District policies and programs. Community workshops, Planning Commission and City Council hearings will be conducted to consider the completed Infrastructure Plans, Mixed-Use Zoning Regulations and City Zoning Map revisions.	<b>82.33</b>	\$ 205,518
33	La Mesa Climate Action Plan	City of La Mesa	The City has developed its Climate Action Plan process to address the issues of growth and climate change, and to safeguard the environment for residents and visitors. Plan policies will align with climate change legislation & local policy initiatives to: mitigate the impacts of climate change by achieving carbon reductions within the City, allow plans and programs that addresses the cumulative impacts of a project, provide a mechanism that subsequent projects may use as a means to address GHG impacts under CEQA. The City includes a diverse population of over 58,000. Median household income is \$57,747 with portions less than 80% of median. The City has committed to the CAP, as a means of furthering its sustainability goals. The City is committed to address climate change to protect the high quality of life enjoyed by its residents and businesses, and to responsibly comply with state and federal mandates.	<b>80.67</b>	\$ 150,000
34	City of West Covina - A Vision to a Liveable City	West Covina	The City of West Covina seeks a planning grant to complete a Focused General Plan Update and new Plan Elements (Sustainability, Healthy Community, and Human Resource/Economy). The grant will be used to pay and implement for only those portions of the General Plan that pertain to climate change, energy use, and GHG emission reductions. The Focused Update will achieve a balance point between the community's economy, environment, and society. It will mitigate climate change by reducing GHG emissions, and improving air quality and water supply. There will be emphasis on high density mixed-use infill development and allow for economic opportunities and social equity. The City desires an accessible, connected and healthy city. The Focused Update will be the first step. After 30 years of disinvestments in the City Planning Division, there is a renewed call to action. The Focused Update will be a dynamic plan that catalyzes tangible and significant change.	<b>80.33</b>	\$ 410,000
35	Infill Development Pattern Book	City of Fresno	The city of Fresno proposes to develop a book of patterns which can be used to construct complete neighborhoods and infill residential structures. The Fresno Pattern Book will be a workbook of complete neighborhood options. This book will create sample site plans, residential building plans and quarter section plans for a variety of site types and locations within the City. It will provide options for specific infill sites and also for complete neighborhoods with complete streets, pocket parks and siting of neighborhood amenities. The Pattern Book is a specific and detailed implementation tool to develop both new walkable, bike-able, and transit-supported compact neighborhoods which adjoin, complement and complete existing neighborhoods and communities. The Pattern Book will provide alternatives to large lot, disconnected development and will identify options which meet the Fresno 2035 General Plan objectives as well as the Development Code standards.	<b>79</b>	\$ 500,000
36	Furthering SANDAG's 2050 RTP/SCS and Completing the Next SCS through Incentives and Collaboration	San Diego Association of Governments	In 2011, SANDAG adopted the 2050 RTP/SCS for the San Diego region, which included an unprecedented focus on transit, active transportation, smart growth, complete streets, social equity, energy, and habitat/open space preservation. SANDAG is committed to furthering the plan's implementation. Due to the four year-transportation planning cycle, SANDAG is in the process of updating the plan and completing the next SCS through the development of "San Diego Forward: The Regional Plan." Grant funding would contribute to two important activities: providing resources to continue to build upon and sustain CBO engagement in low-income and minority communities, and developing modeling enhancements specific to the San Diego region to more accurately quantify the benefits of local and regional active transportation projects. These activities are two of the many tasks that are part of the comprehensive effort to implement the 2050 RTP/SCS and complete San Diego Forward.	<b>78.66667</b>	\$ 500,000

NOTE: Final recommendations to the Council reflect rankings based on numerical scores as well as policy considerations such as past performance of grantees, environmental justice set-asides, and geographic distribution.

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM  
ROUND THREE APPLICATION SCORES**

<b>RANK</b>	<b>PROPOSAL TITLE</b>	<b>APPLICANT</b>	<b>PROJECT DESCRIPTION</b>	<b>SCORE</b>	<b>REQUEST AMOUNT</b>
37	City of Lancaster Sustainability Implementation/Action Plan	City of Lancaster	The City of Lancaster proposes to develop a Sustainability Implementation/Action Plan to focus the City's policies and actions on becoming a completely sustainable City. The Plan would include the development of a greenhouse gas emissions inventory and set targets for the reduction of these gases. The plan would identify ways to increase water conservation, reduce blowing dust, increase alternative energy production, and increase active transportation (walking, biking, etc.) resulting in a reduction in vehicle miles traveled. The plan would also explore implementing new programs such as urban agriculture, plastic bag bans, and net-zero residential development requirements.	<b>78.33</b>	\$ 150,000
38	Taft Climate Action Plan and Housing Element Updated For Sustainability	City of Taft	With the help of consultants, develop a Climate Action Plan for the City of Taft; update the General Plan Housing Element to emphasize sustainability; and implement both documents with integration throughout the General Plan.	<b>78</b>	\$ 203,450
39	Fresno County Countywide Climate Action Plan (CAP)	Fresno County	Fresno County plans on developing a countywide climate action plan as a means to quantify greenhouse gas (GHG) emissions from various sources in the unincorporated areas of the County. We intend on utilizing the ICLEI Local Governments for Sustainability Five Milestone Methodology to develop a countywide climate action plan that is uniquely designed for Fresno County. These milestones as outlined by ICLEI are as follows: Milestone 1: Conduct a baseline emissions inventory and forecast. Milestone 2: Adopt an emissions reduction target for the forecast year. Milestone 3: Develop a local climate action plan. Milestone 4: Implement policies and measures. Milestone 5: Monitor and verify results.	<b>77.33</b>	\$ 500,000
40	San Joaquin Valley MPOs Sustainable Communities Strategies' Implementation	Fresno Council of Governments	Implementation of the eight (8) San Joaquin Valley MPOs Sustainable Communities Strategies', including specific tasks related to stakeholder inclusion for policy and program formulation; initial implementation efforts; and Regional Housing Needs Allocation (RHNA) coordination with local agencies.	<b>76.67</b>	\$ 1,000,000
41	General Plan Master EIR Update	City of Modesto	The Modesto Urban Area General Plan Master EIR will be updated based on the City's recent General Plan Amendment work on the land use and transportation elements. The GPA shifts the focus of development away from greenfield sites at the City's edges, toward downtown, major transportation corridors and other infill opportunities. The GPA will result in higher density, mixed-use development intended to reduce VMT and GHG emissions. Increased opportunities for transit and non-motorized travel modes, combined with a larger inventory of available sites for compact, infill housing development, will also help Modesto realize the intent of AB1358 - complete streets. The Master EIR is a critical link to implementing the development concepts and policies contained within the GPA.	<b>76</b>	\$ 405,120
42	Multi City Proposal for GHG reduction through energy saving, green streets, mass transit in fill and sustainable development	City of Culver City	As members of the USA Green Communities (USGC) initiative, the City of Culver City is collaborating with the Cities of Monrovia and Claremont to develop plans for reducing Greenhouse Gas Emissions. The joint application includes a sub-contract with USGC, a non-profit organization, to provide support with collaborative efforts, community outreach, educational materials and case study development. Lead Agency Culver City is applying for funds to update the existing Bicycle and Pedestrian Master Plan (BPMP). The update will include components of Green Streets and will focus on connection between the Metro Station and Downtown area. Co-Applicants Monrovia and Claremont are both requesting funds for the development of a Green Streets Master Plan. Benefits of this joint application are shared learning, leveraged resources and setting a duplicable model for future joint city projects. Projects will result in a plan for development to be implemented with future funding opportunities.	<b>74.33</b>	\$ 1,000,000
43	Mount Shasta City Center to Lake Siskiyou Trail	City of Mount Shasta	This project will analyze alternative routes for a trail linking the City's center to nearby Lake Siskiyou to provide the City of Mount Shasta and surrounding neighborhoods with a sustainable alternative to motorized transportation. Once constructed, the proposed trail will provide a backbone to a trail network linking neighborhoods, schools, parks, commercial areas, and a destination recreation area and provide residents and visitors with a safe alternative to using their cars.	<b>73.67</b>	\$ 96,500

NOTE: Final recommendations to the Council reflect rankings based on numerical scores as well as policy considerations such as past performance of grantees, environmental justice set-asides, and geographic distribution.

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM  
ROUND THREE APPLICATION SCORES**

<b>RANK</b>	<b>PROPOSAL TITLE</b>	<b>APPLICANT</b>	<b>PROJECT DESCRIPTION</b>	<b>SCORE</b>	<b>REQUEST AMOUNT</b>
44	F Street Promenade Streetscape Master Plan	City of Chula Vista	The City of Chula Vista will prepare a Streetscape Master Plan for a 1.25 mile segment of F Street in the City's northwest area. The proposed Promenade extends from the downtown Village District westward to the City's up and coming Bayfront, home of an existing National Wildlife Refuge and future master planned urban community. The Streetscape Master Plan effort will include the preparation of a Concept Design, Streetscape Master Plan and preliminary construction drawings. The Promenade will be designed using the principles of "complete streets" making the corridor accessible to all users regardless of age and ability and whether they are walking, bicycling, taking the shuttle or driving. The Project's impact would beautify an existing blighted area through the provision of sustainable design elements. The project intends to fully engage the community with workshops and fun interactive exercises planned at key points throughout the process.	<b>73</b>	\$ 491,010
45	Lake Tahoe Sustainable Communities Program in Action	Tahoe Metropolitan Planning Organization	The Lake Tahoe Sustainable Communities Program in Action will build off of the work conducted in previous rounds of SGC funding by: promoting infill development and restoration of sensitive lands by implementing the Regional Land Development Commodities Program; developing the US 50 Corridor/Bijou/Al Tahoe Area Plan; piloting a Sustainable Mobility Plan; and building local, ongoing community capacity to support, promote, and implement the Lake Tahoe Sustainable Communities Program, specifically the Sustainability Action Plan. The LTSCP in Action will expand opportunities for residents and visitors to experience the Region through bicycle, walking or transit, reduce living costs for individuals, and protect and preserve the unique natural environment of Lake Tahoe. LTSCP in Action will also implement the Lake Tahoe Sustainable Communities Program, tying and coordinating all the different pieces together for regional consistency.	<b>72.33</b>	\$ 997,496
46	McFarland Sustainable Community Planning	City of McFarland	The McFarland Sustainable Community Planning Project will complete the necessary documents to implement a comprehensive program to incorporate AB 32 and SB 375 into planning documents, promoting infill and compact development, protection of natural resources and agricultural lands, and reduction of emissions, conserving natural resources and impacting public health, changing McFarland into an equitable community. These planning documents will ensure a healthy community for residents by addressing issues (escalating rates of obesity and diabetes) which impact health by expanding healthy living options, such as pedestrian and bike trails, new park and recreation features/activities, and improving air quality (emission reductions). This planning includes: 1. General Plan Updates: Land and Use Element, Housing Element, Open Space and Conservation Element and update of EIR for General Plan. 2. New General Plan Element: Public Health 3. Climate Action Plan.	<b>72.33</b>	\$ 450,000
47	Kings Beach Boardwalk Planning Project	Placer County	This project plan will improve and facilitate public access to Lake Tahoe in Kings Beach (Placer County), and provide an alternative method to automobile travel within the community by linking the commercial core shops and restaurants with the tourist attraction of Lake Tahoe through a combined bike and pedestrian boardwalk. The Kings Beach Boardwalk will provide economic vitality to the community. Preliminary planning will be developed utilizing the Envision Sustainability Planning Checklist and tool. Placer County will utilize sustainable concepts to reduce greenhouse gas emissions, primarily from tourist traffic through the community. The goal of the project will be to improve air and water quality, promote economic equity in an economically disadvantaged community, protect natural resources and shoreline of Lake Tahoe, improve infrastructure and revitalize an urban center.	<b>72</b>	\$ 500,000
48	Sustainable San Gabriel Mountains and Foothills	Watershed Conservation Authority	This comprehensive landscape planning effort for the San Gabriels Mountains and Foothills (the San Gabriels) will include three inter-related elements: (1) community engagement through expert stakeholder forums; (2) development of written strategies tied to key landscape-level objectives for the San Gabriels, including walk-bike connectivity, watershed protection, and climate resilience; and (3) an online GIS-based planning tool to allow users to assess specific parcels of land for their alignment with landscape-level objectives. The strategic planning documents and the GIS planning portal will be made available to public agencies, nonprofit organizations, and other stakeholders to guide strategic conservation and careful development efforts throughout the region. This planning effort will provide a new level of coordination for conservation of the San Gabriels across public and private actors working at different scales.	<b>72</b>	\$ 448,862

NOTE: Final recommendations to the Council reflect rankings based on numerical scores as well as policy considerations such as past performance of grantees, environmental justice set-asides, and geographic distribution.

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM  
ROUND THREE APPLICATION SCORES**

RANK	PROPOSAL TITLE	APPLICANT	PROJECT DESCRIPTION	SCORE	REQUEST AMOUNT
49	Sustainable Santee Action Plan	City of Santee	The City of Santee is to develop a comprehensive climate action and sustainability plan. Known as the Sustainable Santee Action Plan, the document will 1) align existing greenhouse gas emissions inventory with current best practices; 2) identify ways to achieve the goals of the Global Warming Solutions Act (AB-32); 3) provide path for GHG emissions reductions out to the year 2050; 4) identify the hazard and mitigation measures for the impact of future climate change on Santee; and 5) create sustainable development measures that would be incorporated into future development. This comprehensive plan would comply with the California Air Resources Board (CARB) Scoping Plan, the California Environmental Quality Act (CEQA) / CEQA Guidelines, SB-375, Sustainable Communities Strategy (SCS), the SANDAG developed regional comprehensive, energy and transportation plans. A monitoring tool would be developed so that City staff can track the effectiveness of the plan into the future.	<b>71.67</b>	\$ 120,000
50	The City of Corona General Plan Update	City of Corona	The proposed work is a General Plan Update under Focus Area 1: Innovative Incentives for Sustainable Development Implementation. The City will update the Land Use, Circulation, Infrastructure and Utilities, Parks, Schools, and Libraries, Environmental Resources, and Public Health and Safety Elements to align with the goals and objectives of the 2012 Corona Climate Action Plan, AB 32 and SB 375 mandates, and several other regional planning documents that have been developed over the past ten years. Work also includes developing a Water and Power Sustainability Plan, conducting an Air Quality Study, developing an Environmental Impact Report, developing Technical Background Reports, coordinating consultants' work, conducting public meetings, and coordinating activities with the Strategic Growth Council. The total project cost is estimated at \$775,000. The City is requesting \$500,000 in grant funding and will provide \$275,000 as a cash match, and over 900 hours of City staff time.	<b>71.67</b>	\$ 500,000
51	Building Sustainable Communities by Strengthening Public Health	City of San Pablo	The City of San Pablo is seeking funds to conduct a sub-corridor level land use and economic development study to clarify our role in the corridor and make a direct connection to public health. The study will identify the unique land use theme that San Pablo can best contribute to the economic stability and growth of the corridor, leading to a sustainable and healthy community.	<b>68.33</b>	\$ 480,202
52	Fairfax - San Rafael Transit Corridor Feasibility Study	Transportation Authority of Marin	TAM, in concert with the Towns of San Anselmo and Fairfax, the City of San Rafael, and the County of Marin in coordination with transit providers, shall conduct an initial evaluation/feasibility review of operating a trolley line from Fairfax to San Rafael. The scope shall include the following: -Evaluation of route options: assessment of traffic impacts associated with each transit level; assessment of affected rights of way; parking impacts -Initial capital cost estimate: vehicles; capital improvements ( support, capital, mitigations); maintenance and storage facility -Preliminary Business Plan for operation of the line: maintenance and storage facility- location, cost; origin and destination evaluation/estimated ridership - potential user groups; hours of operation -Revenue options: feasible fare revenue generated from the line; advertising; feasible FTA grants; key elements to attracting grants; private partnership funding feasibility.	<b>66.33</b>	\$ 200,000
53	Yolo County Regional Transportation Infrastructure Improvement and Financing Plan	Yolo County	This proposal addresses smart growth and transportation infrastructure in Yolo County. Given that the primary economic activity within Yolo County is agriculture, it is imperative that the County anticipate and plan for current and future transportation infrastructure needs of agribusiness and ensure the plan contemplates the future growth and development of value-added agriculture facilities to maximize clustering efficiencies and facilitate goods movement corridors and truck routes, while minimizing the development footprint. Previous crop mapping and other agricultural data collection efforts through, the County, SACOG's RUCS, and the Yolo County Farm Bureau in addition to direct outreach efforts will assist in informing the planning process. Additionally, the County will engage SACOG and potentially other transportation consultants to provide technical assistance in developing the plan, both in regards to specific agribusiness transportation and general traffic circulation needs.	<b>64.33</b>	\$ 250,000

NOTE: Final recommendations to the Council reflect rankings based on numerical scores as well as policy considerations such as past performance of grantees, environmental justice set-asides, and geographic distribution.

**SGC SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM  
ROUND THREE APPLICATION SCORES**

<b>RANK</b>	<b>PROPOSAL TITLE</b>	<b>APPLICANT</b>	<b>PROJECT DESCRIPTION</b>	<b>SCORE</b>	<b>REQUEST AMOUNT</b>
54	Land Use Model Update - upgrade of the SBCAG land use model and related travel modeling capabilities.	Santa Barbara County Association of Governments	SBCAG's is upgrading the UPlan regional land use model and travel model inputs. Land use modeling assesses the impacts of future development and intensity of land uses. This includes existing land uses, vacant land designated for new development, demographic factors, travel characteristics, and environmental conditions. SBCAG's land use model is essential to regional planning efforts, including the RTP-SCS, which seek substantial reductions in greenhouse gas emissions through planning for optimal distribution of future growth and efficient transportation infrastructure. SBCAG needs to upgrade its existing UPlan model to improve the data inputs and enhance performance. The existing UPlan model is highly generalized and omits a number of important variables, which results in loss of fidelity to adopted land uses and affects the accuracy of the model. This inadequacy prevents local jurisdictions from capturing the benefits and emission reductions associated with implementing SB 375.	<b>63.67</b>	\$ 220,000
55	Paradise Clean Air and Water Project	Town of Paradise	In a collaborative effort to build an economically sustainable and environmentally sound community, the Town of Paradise and Butte County are requesting SB 732 funding to create a benefit assessment district for a proposed Town of Paradise Community Wastewater Collection System (Project). A significant infrastructure improvement, the Project would involve the construction of a wastewater collection system for a defined service area and a sewer line to the City of Chico to discharge into their existing wastewater collection system and the City of Chico Water Pollution Control Plant (WPCP). Another component of this project is the creation of a regional septic receiving station, which further reduces vehicle trips and greenhouse gas emissions from septic pumper trucks. This regional approach to wastewater treatment is innovative, collaborative and creates an economically sustainable downtown district, reducing vehicle trips and greenhouse gas emissions.	<b>63.33</b>	\$ 1,000,000
56	Complete Streets for Rural Communities: statewide Complete Streets Template Local Comprehensive Corridor Design	City of Ojai	The City of Ojai seeks Focus Area #1, a Local Sustainable Planning Grant to develop: 1. Complete Streets Template, an instructional web-based application with handbook that will assist jurisdictions in the development, adoption, and implementation of Complete Street policies, ordinances, and standards. The Template will serve as an on-line best practice application for rural communities statewide in a free, convenient, and customizable format. 2.	<b>59.33</b>	\$ 399,000
57	Zoning Code Update	City of Tehachapi	A comprehensive update of the City's zoning code to be incongruent with the City's Form Based General Plan.	<b>58.67</b>	\$ 82,500
58	Health and Sustainability Elements for South Monterey County	County of Monterey	Working in collaboration with the Monterey County Health Department, the City of Gonzales and the City of Soledad will develop Health and Sustainability Elements for their respective General Plans. The Health Department will serve as the backbone organizations that will guide, monitor and ensure implementation of these Elements. In addition, they will assist in supporting a regional committee for the purpose of developing awareness and understanding of the connection between health and sustainability and motivate action in developing programs that support reduction of Green House Gas emissions while advancing health prevention strategies through the use of Healthy Communities Design. The Health Department will track progress and document the level of activity associated with the implementation of the following three priority outcomes: 1) Promote Public Health 2) Promote Equity and 3) Protect Natural Resources and Agricultural Lands.	<b>57.33</b>	\$ 823,894
59	Evaluation of Potable Water Availability as it Relates to Infill, Housing Affordability, and Economic Sustainability	City of Gridley	The City of Gridley water system depends upon seven (7) wells designed in a looped system to ensure quantity and pressure stability. Two(2) of the wells have been placed off-line due to arsenic levels of unknown origin above the State and Federal Safe Drinking Water Standards. The inability to utilize the water supply from these two wells has compromised infill development. The reduction of infill development inhibits improvements that encourage alternate transportation choices in place of vehicle use. Reduction of vehicle use directly reduces existing Green House Gas emissions therefore meeting the intent and direction of AB32. The project would provide an assessment and analysis of the remediation of the arsenic resulting in the City becoming more self-sustaining, increasing economic growth, residential infill development, and multi-modal opportunities within the City reducing greenbelt development and expansion into agricultural lands.	<b>52</b>	\$ 150,785

NOTE: Final recommendations to the Council reflect rankings based on numerical scores as well as policy considerations such as past performance of grantees, environmental justice set-asides, and geographic distribution.

## **Agenda Item #8**

**Infill Finance Report by Economic & Planning  
Systems, Inc. (EPS): Initial Findings and Next  
Steps**



## **STAFF REPORT: INITIAL FINDINGS AND NEXT STEPS: INFILL FINANCING OPTIONS**

**Summary:** Incentivizing and encouraging infill and transit-oriented development (TOD) are priorities set by the Council as evidence has shown that these land use patterns will produce fewer greenhouse gas emissions than the amounts associated with low density greenfield land use development patterns in California. Specifically, the Strategic Growth Council (SGC) authorized staff to engage consultants to identify financing approaches to meet the unique needs of financing infill development and related infrastructure and services.

**Recommended Action:** No Council action is required at this time.

---

The Strategic Growth Council (SGC) is charged with coordinating and assisting local governments in meeting the goals of the Global Warming Solutions Act of 2006 (AB 32) and the Sustainable Communities and Climate Protection Act of 2008 (SB 375), both of which seek to reduce greenhouse gas emissions, in part through more efficient land use and transportation policies. Infill development and TOD also support the State of California Planning Priorities and the SGC's broader mission by increasing options for residents and workers to walk, bicycle, or take transit. These alternatives improve public health, offer a wider range of affordable mobility and housing options, conserves land and other public resources, and supports local implementation of regional Sustainable Community Strategies.

State policies and funding opportunities are increasingly relying upon infill development to achieve reduction of greenhouse gas emissions, and to achieve other co-benefits such as providing affordable housing, improving air quality and public health and revitalizing urban and community centers. However, communities seeking to support these policies still struggle to finance the significant and necessary up-front investment in infrastructure and public facilities such as parks, streets, bicycle and pedestrian linkages, sewer and water systems, and parking garages required for successful infill and TOD development.

At its February 2013 meeting, the SGC authorized staff to encumber funds to contract financial expertise to assess of a range of public and private infill development and related infrastructure finance options and the expected benefits of each to the state, local governments, and public and private developers and to then provide recommendations for Council action to improve infill development and infrastructure finance options.

SGC contracted with Economic and Planning Systems, Inc. (EPS) to address the following:

1. A quantitative assessment of modified, hybrid and new infill infrastructure funding and financing options, which involved
  - Selecting and Characterization of Infill Development Test Cases and Analytical Method(s)
  - Assessing Effectiveness of Existing, Modified, and New/Alternative Financing Mechanisms

- Identifying and Characterizing Alternative Revenue Systems and Funding Mechanisms
2. Recommendations to the SGC for action to improve state programs, policies and regulations to provide better access to infill infrastructure funding and financing tools, particularly at the regional and local levels. EPS was encouraged to provide a wide range of recommendations to give the SGC a full spectrum of financing options. These recommendations were not evaluated in depth as to feasibility at this stage of the research. The reports and work product from EPS was evaluated and discussed by an advisory team of experts from local government, private development, and infrastructure finance.

The final report summarizing the Consultant findings and recommendations is expected to the SGC by June 2014.

**Agenda Item #9**  
**General Public Comments**



There are no printed materials for this agenda item.



**Agenda Item #10**

**Meeting Adjourned**



There are no printed materials for this agenda item.