

# 2014 Annual Report

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to the Legislature

July 1, 2014

**Council Member Agencies and Departments:** Governor's Office of Planning & Research, California Health and Human Services, California Natural Resources Agency, California State Transportation Agency, California Business, Consumer Services, and Housing Agency, California Environmental Protection Agency, California Department of Food and Agriculture, and a public member appointed by the Governor

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# California Strategic Growth Council

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July 1, 2014

**Members of the California Legislature:**

Enclosed is the Strategic Growth Council's 2014 Annual Report, which comes at a time of dramatic transition and opportunity for the Council. The Council's historic source of grant funding from Proposition 84 has been fully awarded, resulting in greener, more vibrant and strategically planned communities throughout California.

As a result of this funding, more than 250 Sustainable Communities Planning and Urban Greening projects are completed or underway. At the same time, the Governor and Legislature have approved the SGC-led Affordable Housing and Sustainable Communities Program as a part of the Cap-and-Trade Investment Plan. This \$130 million program will fund projects that support affordable housing, transit, active transportation, infrastructure improvements and agricultural land protection to help the State make significant process toward reducing transportation-related greenhouse gas emissions, which make up 40 percent of all GHG emissions statewide.

The Council's experience with interagency grantmaking, Health in All Policies implementation, and support for data development and coordination are just a few examples of work that have prepared us well for this responsibility.

In addition to the Council's growing list of successes, its membership expanded this year with the addition of the Secretary of the Business Consumer Services and Housing Agency and the Secretary of the California Department of Food and Agriculture. This coming year we will also be joined by two more public members: one each appointed by the California Senate and Assembly. We eagerly anticipate the participation of these additional members, and fully expect this broader representation to accelerate the progress of the Council to fulfill its mission to achieve greater sustainability for communities across California.

I hope the content of this report demonstrates not only the accomplishments of the past, but the promise of the future as we embark on this ambitious next phase of our young intergovernmental institution.

I am always eager to hear from you regarding the needs of your local communities and the integration of our agency missions. If you are interested in discussing this report, or if you have any questions regarding the work of the Strategic Growth Council, please let me know. I look forward to working with you to create resilient, sustainable, equitable communities across California.

Sincerely,



Mike McCoy  
Executive Director  
Strategic Growth Council

## I. SUMMARY & CONTACT INFORMATION

This *Annual Report to the Legislature* provides a summary of the Strategic Growth Council's major efforts, including its local assistance grant programs for the 2013-14 fiscal year.

Public Resources Code §75125(e) requires that this report include, at a minimum, certain information about the Strategic Growth Council's grant programs, including a list of any applicants for and awards of financial assistance. At its June 3, 2014 Council meeting, SGC approved the third and final round of the Sustainable Communities Planning Grant and Incentives Program and Urban Greening grants. For more information about this round of grants, please refer to *Section B: Provide Local Assistance* on page 9. For lists of funded and unfunded applicants, please refer to *Appendices A and B*.

In addition to providing more than \$40 million in local assistance grants this year, some key achievements of the Council include:

- Securing \$130 million in the Cap-and-Trade Expenditure Plan for the Affordable Housing and Sustainable Communities Program, which will fund the implementation of regional plans to reduce greenhouse gas emissions by reducing vehicle miles travelled.
- Securing an ongoing allocation of 20 percent of future Cap-and-Trade Revenues for the Affordable Housing and Sustainable Communities Program.
- Funding and advancing critical improvements to the SGC-sponsored land use scenario planning tool UrbanFootprint, which three of the largest metropolitan planning organizations (MPOs) will use in round two of their Sustainable Communities Strategies development. These MPOs are responsible for regional transportation planning for more than 60 percent of the State's population, or 23.5 million people.
- Funding research to address barriers to infill development financing, with a focus on communities and projects that do not currently have the market conditions to support infill.
- Funding outreach to MPOs and additional stakeholders to improve the process of round two of Sustainable Communities Strategies (SCS) development.

For complete lists of funded and unfunded applicants from previous grant rounds, and more information and past SGC work, please refer to SGC's past annual reports:

- 2013 Annual Report: <http://www.sgc.ca.gov/docs/workplan/SGC-2013-AnnualReport.pdf>
- 2012 Annual Report: <http://www.sgc.ca.gov/docs/SGC-2012-AnnualReport.pdf>
- 2011 Annual Report: <http://www.sgc.ca.gov/docs/SGC2011AnnualReport.pdf>

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Link to the full report: [http://www.sgc.ca.gov/docs/workplan/SGC\\_2014\\_AnnualReport.pdf](http://www.sgc.ca.gov/docs/workplan/SGC_2014_AnnualReport.pdf)

## II. ABOUT THE STRATEGIC GROWTH COUNCIL

The Strategic Growth Council (the Council, or SGC) was created in 2008 by [Senate Bill 732](#) (Steinberg). As of July 1, 2014, the Council is comprised of the following members:

- Ken Alex, Director of the Governor's Office of Planning and Research, SGC Chair
- Bob Fisher, Public member appointed by the Governor, SGC Vice-Chair
- Anna Caballero, Secretary for Business, Consumer Services and Housing
- Diana Dooley, Secretary for Health and Human Services
- Brian Kelly, Secretary for Transportation
- John Laird, Secretary for Natural Resources
- Matt Rodriguez, Secretary for Environmental Protection
- Karen Ross, Secretary for the Department of Food and Agriculture

The Council's mission is to help make California's communities more sustainable. In keeping with its broad membership, the Council defines sustainability holistically:

- Reduce greenhouse gas emissions
- Improve air and water quality
- Protect natural resources and agricultural lands
- Increase the availability of affordable housing
- Promote public health
- Improve transportation
- Encourage sustainable land use plans and greater infill development
- Revitalize urban and community centers in a sustainable manner

To accomplish this mission, the Council has adopted the following four strategies that are based closely on its enabling statute:

- A. Coordinate State Programs to Achieve Sustainability Objectives
- B. Provide Local Assistance
- C. Fund and Distribute Data & Information
- D. Recommend Policies to Advance Sustainable Communities

### III. A YEAR OF PROGRESS

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#### A. COORDINATE STATE PROGRAMS TO ACHIEVE SUSTAINABILITY OBJECTIVES

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##### HEALTH IN ALL POLICIES TASK FORCE

###### *Overview*

The Health in All Policies (HiAP) Task Force operates under the auspices of the Strategic Growth Council, and is facilitated by the Department of Public Health in partnership with the Public Health Institute (PHI). The HiAP Task Force brings together 22 state agencies, departments, and offices to promote health, equity, and environmental sustainability through interagency collaboration. The Health in All Policies approach is based on the concept that health and prevention are impacted by policies that are managed by a wide range of government and non-government entities, many outside of the traditional public health and healthcare realms, and that many strategies that improve health will also help other agencies to meet their existing policy objectives.

###### *Progress in the Past Year*

This has been a year of growth for the HiAP Task Force, and it has welcomed three new member agencies and departments: Government Operations Agency (GovOps), Department of General Services (DGS), and Department of Corrections and Rehabilitation (CDCR). Progress has occurred on a number of priorities, notably in the area of access to healthy foods. For example, Task Force members formed a new multi-agency Food Procurement Working Group, a successful community-supported agriculture (CSA) pilot program for state employees, and improved nutrition criteria for food purchasing contracts executed by DGS. The nutrition criteria improvements have resulted in healthier food for more than 100,000 inmates in state prison, and expands healthy food options for other agencies.

The Task Force has completed many of the action steps of the eight Implementation Plans it committed to in 2011-12. It is now engaged in a process to create new implementation plans with objectives and action steps that reflect current priorities and opportunities. Members are starting with the Active Transportation Implementation Plan, and have already identified ambitious goals and actions steps to increase walking, biking, and use of public transit across California communities through state grant-making programs, guidance documents, and data tools.

As the concept of Health in All Policies spreads, the Task Force continues to draw global attention and serves as a model for other similar initiatives. HiAP staff are supporting the expansion of this concept by providing presentations, workshops, consultation, and coaching to local communities. Several communities in California that are passing local Health in All Policies resolutions, creating multi-agency bodies for local governance, and embedding health and equity considerations into land use plans. For example, the City of Richmond recently passed an ordinance for creation of a health in all policies approach to local decision making. Similar efforts are under way in Tulare County, Del Norte County, and Monterey County.

PHI, CDPH, The California Endowment, and the American Public Health Association released “Health in All Policies: A Guide for State and Local Governments” in October 2013, largely drawing on the experiences and lessons learned from the California Task Force. Task Force staff have given presentations to the National Association of County and City Health Officials and the American

Public Health Association, and provided expert consultation to the World Health Organization on Health in All Policies.

## **LAND USE, SCHOOLS, AND HEALTH**

### ***Overview***

The Strategic Growth Council, the Governor's Office of Planning and Research, the Department of Education, and the Department of Public Health have established an ongoing collaborative to further state, regional and local coordination between cities and counties and local educational agencies related to land use, school siting and improvements, and transportation options.

Currently, local governments and school districts have independent land use authority that does not require consistency with each other's plans. Specifically, a school facilities master plan does not have to be consistent with a city's general plan. Mandates to share information and plan in collaboration largely do not exist, and many planners from regional and local government and schools often work in silos.

Considering that a major priority of the Council is the reduction of greenhouse gas emissions (GHGs) and trips to and from schools make up a significant part of vehicle trips, SGC recognizes this topic needs to be addressed with progress made for the state and regions to meet their GHG reduction goals as outlined in Sustainable Communities Strategies.

### ***Progress in the Past Year***

SGC has met several times with the California Department of Education (CDE) School Facilities and Transportation Services Division to provide guidance on how to integrate the State's Planning Priorities and other SGC sustainability goals into the administrative update to CDE's [Title 5 Regulations](#) in regard to the state's requirements and guidance on school siting and construction. This work will result in positive changes, such as the removal of acreage templates for school sites (ex: 10, 20, 40 acres) with the policy of starting from zero and building as needed.

SGC has also actively participated in the comprehensive General Plan Guidelines update by the Office of Planning and Research, and provided substantial guidance on the School Facilities section.

## **SUSTAINABILITY IN STATE INFRASTRUCTURE SPENDING**

### ***Overview***

The 2014 California Five-Year Infrastructure Plan proposes to invest \$56.7 billion in state funds on infrastructure over the next five years, which will have a lasting effect on the location, size, and pattern of urban development for decades to come. The purpose of the Plan is to evaluate the state's infrastructure needs while considering funding constraints and the State's sustainability and environmental goals. Existing law requires that the investments in the Plan demonstrate consistency with the State's Planning Priorities, instructing the Council "at a minimum" to review and comment on the Plan<sup>1</sup>. Further, legislation establishing the Council mandates that it identify and review its member agencies' funding programs that may be coordinated to achieve sustainability objectives.

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<sup>1</sup> [PRC Division 43. Chapter 13. §75125](#)

***Progress in the Past Year***

In 2013, the Strategic Growth Council continued its efforts to examine the submission and compilation processes for the Five-Year Infrastructure Plan, and providing suggestions for improvements to better convey how departments address consistency of their investments with the State's Planning Priorities. The aim of this effort is to encourage state agencies, departments, boards and commissions to document the internal plans and policies that support California's planning priorities. This will provide a meaningful framework for the required project-level statements of consistency with the State Planning Priorities submitted when agencies and departments request capital outlay infrastructure funds.

In December 2013, staff presented its findings to the Council noting observations about the process for developing the Five-Year Infrastructure Plan, and provided suggestions for initial steps in moving forward on this issue. In response, the Council directed staff to establish a Sustainable Infrastructure Working Group with the charge to:

- Review and comment on the 2014 plan
- Make recommendations to improve the 2015 plan
- Clarify how state agencies and departments define and finance infrastructure
- Present the Council with a set of options for further efforts that SGC can engage in to guide agencies and departments on advancing its statutory obligations in the future

The group collaborated with the Department of Finance to update the [AB 1473](#) scoping report, suggesting that a section be added to the reporting procedures to explain how department goals are consistent with the State's Planning Priorities.

The Council is also working with the California Research Bureau to better to understand how state agencies and departments define infrastructure. Together we are gathering definitions, funding sources for infrastructure investments, and the categories applied by the State to distinguish the purpose for and recipients of these funds. Additional work will examine innovative practices and processes that federal, state, and local governments have adopted to incorporate sustainability as an objective in their infrastructure investments.

**REGIONAL ADVANCE MITIGATION PLANNING*****Overview***

In 2008, a coalition of infrastructure and natural resource agencies, non-governmental organizations, and academic researchers launched an effort to develop a more comprehensive approach to mitigating unavoidable biological resource impacts caused by State infrastructure projects, such as roads and levees. This approach, called Regional Advance Mitigation Planning (RAMP), allows for natural resources to be protected or restored before infrastructure projects are constructed, often years in advance, and results in better resource protection and timely project delivery.

The implementation of the RAMP concept will facilitate collaboration between infrastructure and natural resource agencies in two important ways. The first is the evaluation of cumulative environmental effects from all regional infrastructure projects, and the second is to focus mitigation opportunities on important regional conservation priorities. Carrying out these advance mitigation activities will streamline the project approval process, increase certainty to cost estimates, and take advantage of important conservation opportunities.

A RAMP Working Group composed of agencies, organizations and academics was formed in 2008 to explore the potential for a regional advance mitigation process in California. This Working Group created a draft Statewide Framework to recommend a management and funding structure, describe a process for identifying and establishing regional assessment areas, and identify the steps for implementing RAMP at the regional level.

***Progress in the Past Year***

Recently, SGC and the High-Speed Rail Authority (HSRA) created a partnership to make the RAMP framework the standard approach to regional planning across California. HSRA provided three years of funding for a new SGC position to coordinate this work across state and federal agencies, organizations and other stakeholders. Dr. Dennis Grossman began work as the new SGC Senior Advisor for Environmental Science and Policy in April 2014.

SGC is now working to consolidate a common vision for RAMP, to identify components of the RAMP process that are currently in place and those that require further work, and to determine the stakeholder roles required for the successful implementation of this approach. SGC is also assessing barriers for the implementation of RAMP under the existing policy framework, and to creatively identify potential funding sources for advance mitigation activities. SGC is also currently working with stakeholders to identify RAMP pilot projects that will demonstrate how this approach can reduce mitigation costs and accelerate project delivery while improving the protection of critical natural and biological resources.

***Currently involved State Agencies and Departments include:***

- California Natural Resources Agency
- California Department of Fish and Wildlife
- California Department of Water Resources
- California Department of Conservation
- California Transportation Agency
- California Department of Transportation (Caltrans)
- California High-Speed Rail Authority

**COMMUNITY PLANNING FOR HIGH-SPEED RAIL**

***Overview***

The California High-Speed Rail (HSR) System is a transformative investment for the state. It presents an unprecedented opportunity for economic growth, environmental benefits, and more sustainable development for communities along the HSR corridor – in station locations as well as adjacent communities.

Many local and regional governments and other stakeholders are under-resourced and lack the capacity to fully evaluate the opportunities that California HSR and related state funding for rail modernization and transit present. For instance, local and regional land use and transportation plans can support increased access to HSR stations and can help catalyze more sustainable growth patterns along the HSR corridor. But communities charged with creating these plans don't always have the tools, staff, or other resources needed to evaluate growth alternatives and identify critical steps to supporting more sustainable growth. Similarly, many communities see HSR as an opportunity to support increased infill development around stations, but face hurdles in

stimulating new investment due to economic and real estate market distress, poor infrastructure conditions, and/or fiscal constraints that limit public-sector infill-supportive investments.

SGC, with its history of local government granting and outreach, is uniquely positioned to assist local and regional governments and other stakeholders in evaluating the opportunities that HSR presents, and supporting communities in planning proactively to ensure more sustainable and equitable growth. SGC can do this by providing direct technical assistance to local and regional planning and development efforts, and by facilitating relationships across agencies and other public and private partners to support these goals. SGC can also help to align state policies, priorities, and activities to best support more sustainable community planning along the HSR corridor.

### ***Progress in the Past Year***

Suzanne Hague began work for the SGC in April 2014 with funding from the High-Speed Rail Authority (HSRA). Her charge is to provide technical assistance to community planning efforts along the HSR corridor, provide policy guidance, and facilitate interagency coordination at the State level in support of HSR-associated urban planning.

SGC is working closely with the HSRA and the project planning team to identify local and regional resource needs for community planning (including data/information needs, capacity gaps, opportunities for policy change, and funding gaps), and opportunities for deeper engagement with communities along the HSR corridor. SGC will also provide technical assistance on local planning and development initiatives, community engagement, and other activities, and has identified numerous additional resources and partnerships to augment community planning. For instance, in June 2014, SGC facilitated a workshop for state and federal HSR community planning partners to demonstrate several community planning tools and programs and discuss how to best assist HSR communities in accessing and utilizing them.

## **OPEN DATA WORKING GROUP**

### ***Overview***

California's data resources are immense, and often not easily accessible to the public. SGC recognizes the value of publishable data and data analysis across disciplines, visualized in a manner that informs policy decisions and is transparent to the public.

### ***Progress in the Past Year***

Since the fall of 2013, SGC has coordinated interagency efforts with Governor's Office of Planning and Research (OPR), the Government Operations Agency (GovOps), and the Department of Technology to address issues around access to government data within the state, innovative ways to collect, report and share government data between government agencies and the public, and identify additional efforts to support open data.

## **OTHER STATE AGENCY COLLABORATION**

In addition to the aforementioned efforts that are progressing with SGC leadership, the Council also plays an active role in a variety of interagency projects. The list below includes some of SGC's interagency efforts:

- California Department of Finance and California Air Resources Board's Cap-and-Trade Auction Proceeds Investment Plan
- Metropolitan Planning Organization/State Agency SB 375 Implementation Working Group
- California Transportation Infrastructure Working Group

- California Climate Action Team
- California Biodiversity Council
- Federal High-Speed Rail Sustainability Partnership

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## B. PROVIDE LOCAL ASSISTANCE

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### URBAN GREENING GRANTS FOR SUSTAINABLE COMMUNITIES

#### *Overview*

Due to the greater intensity of land uses in California's urban areas, the Urban Greening Grant Program provides funds to preserve, enhance, increase or establish community green areas such as urban forests, open spaces, wetlands and community spaces. In June 2014, the Council awarded \$23.9 million for proposals in the third and final competitive round of the program.

The program has awarded all of the appropriated \$63 million to 128 proposals requesting funding to conduct urban greening projects and plans. The program has prioritized 25 percent of these funds for investments in disadvantaged communities.

Eligible applicants include cities, counties, nonprofit organizations, and special districts. Urban greening has multiple benefits including energy savings, air quality improvement, stormwater control, improved public health outcomes, and increased property values. The greening projects and plans funded through this program create more sustainable communities throughout California. For the complete list of Urban Greening Grant Program awards in Rounds 1 and 2, see the Strategic Growth Council's [2011 Annual Report to the Legislature](#) and [2012 Annual Report to the Legislature](#).

#### *Program Status and Remaining Balances*

Proposition 84 (2006) funds for this program have been awarded through three funding cycles and are administered by the Natural Resources Agency on behalf of the Strategic Growth Council. The first round of funding was awarded in 2010. Not only do these grants result in plans and projects that make California communities more vibrant, but collectively these investments get the state closer to meeting air quality and water conservation goals.

Responding to the looming drought conditions identified in the winter of 2014, the program staff began working with Round 3 applicants in to maximize stormwater capture, to enhance "offsets" from projects that can't maximize capture. The site teams assessed opportunities for additional stormwater capacity that projects might capture from off-site sources (e.g. adjacent neighborhoods), and worked with recipients from Rounds 1 and 2 to ensure that drought conditions minimally affect the successful implementation of projects. For example, timelines were reworked in order address the role of water in a project's development (e.g. allowing projects to delay plantings scheduled for this spring).

The Urban Greening Grant Program released a solicitation for Round 3 urban greening project concept proposals in October 2012, and a solicitation for urban greening plan proposals in August 2013. A total of 198 proposals were received identifying over \$129 million in funding needs. The Council awarded funding for 37 proposed projects and three proposed plans.

Round 1 grants are in the final stages of implementation. The second round of awards was announced in 2012. The program staff is working with designated representatives for each project to ensure the successful implementation of the greening project or plan. The final round of projects and plans were awarded on June 3, 2014. Award recipients are working with program staff to execute agreements for the approved projects and plans.

#### Grant Funds

Amount allocated for grants	\$	63,050,000
Amount awarded (combined – 3 Rounds)	\$	63,050,000
Amount expended to date	\$	7,600,000
Amount remaining for award (allocated - awarded)	\$	0

### **SUSTAINABLE COMMUNITIES PLANNING GRANTS & INCENTIVES PROGRAM**

#### ***Overview***

SB 732 (2008) created the Sustainable Communities Planning Grants program, authorized in Proposition 84 (2006), to provide funds to local governments and regional agencies to develop and implement plans that reduce greenhouse gas emissions and achieve other sustainability objectives. The program has prioritized 25 percent of funds for disadvantaged communities.

The Council has awarded 126 grantees with the appropriated \$66 million in funding to targeted general plan updates, climate action plans, specific plans, infill plans, zoning ordinances, infrastructure planning, and Sustainable Communities Strategies. For the complete list of Sustainable Communities Planning Grant awards in Rounds 1 and 2 see the Strategic Growth Council's [2011 Annual Report to the Legislature](#) and [2012 Annual Report to the Legislature](#).

#### ***Guidelines Update***

In spring 2013, SGC staff began a six-month process of updating the program guidelines for the Sustainable Communities Planning Grants in order to: (a) strengthen the program's connection to [SB 375](#) implementation, (b) clarify the program's focus to reduce the number of unsuccessful applications, and (c) increase opportunities to evaluate grant outcomes. The guidelines development process provided opportunities for public input through workshops held in northern, central and southern California, and via two 30-day comment periods prior to Council discussion and approval of the revised guidelines at its November 2013 meeting.

Changes to the guidelines required proposals to demonstrate:

- Greenhouse gas emission reductions including calculations with accurate metrics
- Progress with indicators that are actionable, meaningful and tracked with data
- Strong likelihood of plan implementation that will result in projects being built

The SGC also adopted the California Communities Environmental Health Screening Tool (CalEnviroScreen) methodology to identify disadvantaged communities for the program's 25 percent set-aside. At the time of grant solicitation, SGC used the latest version of CalEnviroScreen, version 1.1, which contains 17 indicators of pollution burden, such as ozone, diesel particulate matter and toxic releases from facilities, and population characters such as poverty, linguistic isolation and the number of children and elderly people living in a particular area.

**Program Status and Remaining Balances**

Proposition 84 (2006) funds were awarded in three funding cycles and are administered by the Department of Conservation on behalf of the Strategic Growth Council. The first round of funding was awarded in 2010.

A solicitation for the third and final round of funding for the program was announced in December 2013. Eighty-eight eligible applications were submitted identifying more than \$41 million in funding needs. On June 3, 2014 the Council awarded funding to 33 proposals, taking into regional distribution of funds, applicant type and focus area.

All Round 1 grant projects will be completed by December 2014. The second round of awards was selected in 2012. Round 2 grants have been executed and recipients are working toward completion of their work programs, which should be completed by June 2016. The final round of projects received awards in June 2014. Round 3 recipients are in the process of executing grant agreements with the Department of Conservation program staff work, who work with designated representatives for each funded project through the term of the agreement.

Grant Funds

Amount allocated for grants	\$ 66,407,000
Amount awarded (combined Rounds 1 & 2)	\$ 66,407,000
Amount invoiced to date	\$ 18,486,456
Amount remaining for award (allocated - awarded)	\$ 0

In 2010, before any grants were awarded, the Council allocated a 3.5 percent, or \$4.3 million dollars from this program to fund data and outreach projects that help potential applicants and grantees meet the goals of the grant program and support current grantees to move completed plans to implementation. The remaining balance of Planning and Monitoring allocation is as follows:

Planning and Monitoring Project Funds

Amount allocated	\$ 4,435,000
Amount encumbered	\$ 3,760,000
Amount remaining (allocated - encumbered)	\$ 675,000

**MODELING INCENTIVE AWARDS****Overview**

The 2009-10 state budget made funds available for data gathering and model development necessary to comply with SB 375. The Strategic Growth Council designated two funding objectives: one to increase the modeling capacity of Metropolitan Planning Organizations (MPOs) for direct SB 375 implementation (five-sixths of the money was allocated for this purpose), and a second to support statewide model development and data collection (receiving one-sixth of the funds). These 2009 awards came at the right time to enable the MPOs to make the needed improvements to prepare compliant Regional Transportation Plans resulting in an improved capacity to comply with SB 375 by employing new and improved tools to help decision makers assess the effects of their policy decisions. For the complete list of Modeling Incentive Awards, see the Strategic Growth Council's [2011 Annual Report to the Legislature](#).

**Program Status and Remaining Balances**

Proposition 84 Modeling Incentive Funds were allocated to the Natural Resources Agency and the SGC. Due to Caltrans' existing administrative relationship with the state's 18 MPOs, Caltrans administered the MPO funds on behalf of the Natural Resources Agency and the SGC. All of the funded projects have completed their work. These were one-time awards in 2009, and there will not be additional rounds of funding through this program.

**Modeling Incentive Funds**

Amount allocated for grants:	\$	10,980,000
Amount awarded:	\$	10,980,000
Amount expended to date:	\$	10,980,723
Amount remaining for award (allocated - awarded):	\$	0

**FUNDING WIZARD****Overview**

The Council continues to serve as a major supporter of the California Air Resources Board's (CARB) Funding Wizard, a component of the [CoolCalifornia.org](http://CoolCalifornia.org) web portal. This internet tool functions as a public clearinghouse of state, federal, local, and other financial incentives developed to support local government work to create sustainable communities. As the second most popular tool on the site, it received 21.5 percent of all site traffic in 2013. It brings together sustainability-focused financial incentive programs from various sources into one searchable database. The tool contains, on average, approximately 1,400 grants, incentives, and rebate opportunities.

In the past, the Council funded an expansion of the searchable topic list, improved data collection, and an enhanced the user interface to make finding resources easier. The objective of these improvements was to provide cities and counties, state agencies, regional entities, and others with a streamlined method for identifying grants, loans, tax incentives, technical assistance, rebates, and other opportunities to finance energy efficiency, green transportation, renewable energy, water efficiency, waste reduction, green building, and other sustainability projects that can contribute to greenhouse gas emission reduction goals and support the Council's sustainable communities objectives.

**Progress in the Past Year**

In 2014, the Council approved funding to CARB to upgrade the tool's interface, expand its analytic capacity in order to track usage, and provide training to SGC member agencies and departments on how to add their programs and incentives to Funding Wizard. This work will increase the number of funding opportunities shared with eligible applicants and help SGC grantees looking for resources to implement adopted plans.

**SUSTAINABLE COMMUNITIES LEARNING NETWORK**

The Sustainable Communities Learning Network (SCLN) facilitates peer-to-peer learning among more than 2,500 local elected officials, practitioners and sustainability experts. This web-based network is managed by the Institute for Local Government with SGC funding and provides participants a platform to exchange information, discuss best practices, seek feedback on project ideas and discuss challenges.

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## C. FUND AND DISTRIBUTE DATA & INFORMATION

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The SGC's found legislation, SB 732, instructed the Council to provide, fund, and distribute data and information to local governments and regional agencies that will assist in developing and planning sustainable communities.

### URBANFOOTPRINT

#### *Overview*

In order to make land use and transportation policy decisions, planners rely on modeling software. The UrbanFootprint tool continues to be supported by SGC and multiple regional planning organizations as a dynamic open source scenario planning tool to analyze the transportation, energy, water, household cost, fiscal, and physical activity-related public health impacts, on proposed land use scenarios during the plan development and decision making process. Version 1.0 was completed in 2012 with SGC funding.

Three of California's four largest Metropolitan Planning Organizations (MPOs) have adopted UrbanFootprint as the scenario model they will use in round two of their Sustainable Communities Strategies development: the Southern California Association of Governments (SCAG), the San Diego Association of Governments (SANDAG), and the Sacramento Area Council of Governments (SACOG). These MPOs are responsible for regional transportation planning for more than 60 percent of the state's population (23.5 million people), and are continuing to work with SGC and the model developers on data updates, improved feature development and new feature development.

#### *Progress in the Past Year*

In 2013, SGC funded improvements to the Physical Activity Public Health module of the model. SGC has partnered with The California Endowment, the Resources Legacy Fund and SACOG to fund this activity, and has convened an expert panel from across the country to review proposed methodologies for data updates and model improvements.

Besides the SGC's own member agencies and departments, including Health and Human Services and the Department of Public Health, the SGC has involved representatives from the following institutions:

- U.S. Centers for Disease Control and Prevention (CDC)
- UCLA Center for Health Policy Research
- UC Berkeley Center for Occupational and Environmental Health
- RAND Corporation
- San Diego County Department of Public Health
- Los Angeles County Department of Public Health
- Resources Systems Group
- Former Portland METRO executive staff

This panel brings together expertise from public health, epidemiology, transportation modeling, and planning to develop a statewide approach to analyze changes to health outcomes due to physical activity changes associated with various land use configurations. This effort also utilizes two large statewide data sets, the California Health Interview Survey and the California Household Travel Survey, which will improve the model by adding more information about people's travel

behavior and patterns. Final technical recommendations will be incorporated into the current UrbanFootprint model.

The three data development projects described below have been repeatedly recognized as needed “California Framework Datasets” from surveys of state data users from 1999 to 2009. Parcel data, natural vegetation/working lands cover and protected lands are critical to California planners, policy analysts and citizens who must view the state from a variety of perspectives to inform policy decisions and provide valuable data to the public.

## **PARCEL DATA AND PROTOCOLS**

### ***Overview***

Parcel data collected by counties are difficult for the state to use because accuracy standards, land classification, zoning systems, boundaries delineations, and the number and nature of collected data vary among counties. These data then, when aggregated for regional or state uses, do not form a clear or accurate picture. Improved parcel data, including consistent boundaries, common attribute fields, and spatial accuracy standards, would enhance the state's ability to analyze and protect natural resources, deliver emergency services (fire, flood, earthquake), identify tax irregularities, and more accurately perform policy assessments.

### ***Progress in the Past Year***

This year, the Strategic Growth Council has completed the first ever uniform, consistent parcel level database in the state's history. This process drew on the data of all 58 county assessors and normalized their unique ways of coding and storing information into a single resource. In this process the University of California, Davis, was the project manager, and they were charged with delivering a system that would automate this process in future years as the goal is to update this data annually.

The first collection of this data in 2012 received complete cooperation from all 58 county assessors consistent with the legal decision in the California Supreme Court case “Sierra Club v. Superior Court of Orange County, which declared geographic information system files public records. UC Davis is now collecting the first annual update of this valuable data. This process is generally going well with most counties participating in return for the very small cost of reproducing and transmitting their electronic data.

However, a small number of counties are withholding data on the premise that the Supreme Court ruling applied only to parcel boundary lines, and not the rest of the parcel data information. They believe they can sell this data for the cost of having created it, for which some have requested up to \$12,000 per request. SGC is examining the claims and hopes to complete a second round of data collection to include all the counties in the state.

## **VEGETATION MAPPING**

### ***Overview***

Vegetation maps provide important baseline biological and ecological data to inform development and conservation policy decisions at local and regional levels. These maps must be sufficiently detailed, scientifically accurate, and uniform for the entire state. Starting in 2002, the Department of Fish and Wildlife agreed to adopt the National Vegetation Classification Standard (NVCS) as its guiding system for identification of natural plant communities. They have since completed the California NVCS version, and used this standard to map about 40% of the state.

***Progress in the Past Year***

This year, recognizing the importance of this effort, SGC funded its third investment in this mapping program and awarded \$140,000 to the Department of Fish and Wildlife to map the Tehachapi Mountains. This map will be invaluable to guide environmental planning and assessment for the High-Speed Rail route and other important state, local and regional projects in this ecologically important area. It is our hope to continue supporting vegetation mapping efforts across the state, with a focus on environmentally important areas with significant development potential.

**CALIFORNIA PROTECTED AREAS DATABASE (CPAD) AND PROTOCOLS*****Overview***

Conservation planning depends on knowing what you have already conserved and understanding how it relates to what you still want to conserve. Efficiencies can be achieved by adding additional mitigation lands to existing reserves, parks and conservation easements. Often such solutions are economically and biologically superior alternatives to the small “postage stamp” mitigation plots that have been a part of individual project mitigation efforts.

Geospatial data describing California’s protected areas are essential for land use planning efforts at the local, regional, and state levels. These data are needed to form long-range planning scenarios, assess environmental effects of proposed projects, and to better understand the value of proposed policies. Applications of protected areas data include area-wide assessments of biodiversity conservation; analysis of recreational needs; siting of energy, transportation, and other major facilities; and improving public health through active living opportunities. The collection and access to these data can be complicated because protected lands are held in both public and private ownership. Developing the common database and protocols will help to resolve these issues and provide easier access to more complete and accurate data.

***Progress in the Past Year***

The SGC contracted and completed the definitive protected lands database for the State of California this year. The California Protected Areas Database (CPAD) and its mapped visualization can be found on the internet at [www.calands.org](http://www.calands.org). The map depicts conservation control of 14,000 protected areas on 49,000,000 acres of land and can serve as a guide to the quantity, quality and location of habitat for our most endangered species as well as natural heritage elements we cherish and enjoy and wish to keep from becoming endangered.

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**D. RECOMMEND POLICIES TO ADVANCE SUSTAINABLE COMMUNITIES**


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One goal of the Strategic Growth Council, originating in its enabling statute SB 732, is to “recommend policies and investment strategies and priorities to the Governor, the Legislature, and to appropriate state agencies to encourage the development of sustainable communities.” This year, we have realized this goal through our initiatives focused on infill development and next steps to implementing Sustainable Communities Strategies (SCSs).

**MITIGATE AND REMOVE BARRIERS TO INFILL DEVELOPMENT*****Overview***

Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of

all of the Council's member agencies. Focusing growth toward infill areas takes development pressure off conservation lands and working lands; it increases transit ridership and reduces vehicle trips; it requires less per capita energy and water use than less space-efficient development; it improves public health by promoting active transportation and active lifestyles; and it provides a more equitable mix of housing choices, among other benefits. Thus, the SGC has been investigating actions that can be taken to improve the ability of local governments and private developers to successfully plan and build good infill projects.

#### ***Progress in the Past Year***

In 2013, SGC commissioned a report to identify the challenges of financing infill development projects. This report focused on applying and analyzing existing financial tools to address typical funding gaps using case studies from actual development projects in several diverse California communities: the Bay Area (Concord), Sacramento, Fresno, and Los Angeles County (South Gate). The final report, to be submitted by the end of June 2014, provides recommendations for State agencies to better coordinate and align existing financing mechanisms and programs, as well as broad policy recommendations to support increased revitalization efforts with regard to affordable housing, transit, and land use policies. The final report from this effort will be brought before the SGC in September 2014 for consideration of actions that might lower barriers to infill development.

SGC Vice Chair Bob Fisher has also led many stakeholder discussions regarding challenges to infill development, including discussions with for-profit and nonprofit real estate developers, public finance experts, and local governments to better refine what actions the State could undertake to support implementation of the regional SCSs and incentivize infill development.

### **SUSTAINABLE COMMUNITIES STRATEGIES (SCS) PROCESS ASSESSMENT**

#### ***Overview***

SB 375 created a new planning requirement associated with the development of Regional Transportation Plans (RTPs). The requirement instructed California's Metropolitan Planning Organizations (MPOs) to develop Sustainable Communities Strategies or Alternative Planning Strategies to reduce greenhouse gas emissions through more coordinated transportation and land use planning. This created a new planning process unique to existing planning processes in California. It required local, regional, state collaboration for planning at a scale and for a purpose not previously considered.

California's General Plan process has been in place since the 1920's and the process has been repeatedly refined and well understood by planners statewide. However the SCS/RTP development process had never been undertaken and 2012-14 was its inaugural period. The SGC initiated a study to better understand the experience of MPOs, state government and other stakeholders in this pioneering first round of a new process.

#### ***Progress in the Past Year***

In 2013, SGC engaged a consultant to convene MPOs to provide feedback to the State on SCS plan development and implementation, as well as challenges faced. SGC asked MPOs to provide recommendations for additional coordination and support to accomplish the goals of the SCSs and develop future SCS plans. Facilitated discussions focused on:

- Greenhouse Gas Emissions Reduction Target-Setting Process
- Environmental Review, particularly the California Environmental Quality Act (CEQA)
- Technical Modeling and Data Issues (transportation demand and scenario planning)

- Public Participation
- Coordination with Housing Element updates and Regional Housing Needs Assessment (RHNA) process

Final feedback from the MPOs is due to the SGC by the end of June and SGC hopes to consider the recommendations in this report and solicit comments from State partners and other stakeholders in the SCS development and implementation process. This additional discussion among state agencies and departments will take place in summer 2014 and shall reflect upon existing mandates, available resources, and existing or pending policies which may better support SCS development and implementation. Once this process is complete, the Council will consider the findings and determine if any recommendations for future policies or practices are warranted. As various projects lead to recommendations that encourage the development of sustainable communities, the Council will deliver those recommendations to the bodies most appropriate to act on those recommendations.

## IV. LOOKING AHEAD

The Strategic Growth Council anticipates an exceptionally exciting and productive year ahead. The following is a sampling of the Council's expected milestones for the 2014-15 year and beyond:

### **AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM**

#### ***Overview***

The 2013 Cap-and-Trade Auction Proceeds Investment Plan, developed by the California Air Resources Board and the Department of Finance, recognized transportation and sustainable communities investments as key components for the achievement of AB 32 targets for greenhouse gas emission reductions. Programs and activities supported by SGC and its member agencies and departments were recognized as critical to the implementation of regional Sustainable Communities Strategies (SCS) and this recognition was echoed in the Governor's 2014-2015 budget proposal, the legislature's enactment of the budget (especially in SB 862 (2014)), and the Governor's approval of this final product.

The 2014-15 Budget includes \$130 million to the SGC for the Affordable Housing and Sustainable Communities Program, which includes funding implementation of projects to reduce greenhouse gas emissions included in regional SCSs and other regional plans to reduce GHGs. By statute, at least 50 percent of available funds will be directed to affordable housing and as least 50 percent of available funds must benefit disadvantaged communities. Development of program guidelines, release of funding availability notice, and deliberation and selection of awards will be the focus of SGC's work in the coming year. We are proud to be stewards of this investment and will work closely with all of our partner agencies, public members, regional and local governments and other stakeholders to insure judicious investments that achieve solid results in GHG emission reductions and a variety of other benefits to communities across California.

### **PLANNING FOR HIGH-SPEED RAIL**

#### ***Community Planning for HSR***

The SGC will continue to play an active and critical role in community planning around the HSR corridor to support communities in leveraging the high-speed rail initiative as a transformative

investment for the State of California. This work will involve direct partnerships with HSR communities to support local planning and development goals around more sustainable land use and transportation planning, infill and housing development, and expanding economic opportunity, as consistent with the State's Planning Priorities. To accomplish these aims, SGC will: 1) provide direct technical assistance to communities along the HSR corridor, 2) identify and pursue additional technical assistance, partnerships and resources to support community planning and local development, and 3) facilitate communication, collaboration, and joint initiatives with a broad range of stakeholders, including the SGC agencies; the CA High-Speed Rail Authority; local, regional, and federal governments; nonprofit and philanthropic organizations; community groups; and others.

### **RAMP**

This year will be critical to demonstrate the practical application of RAMP as the guiding principle for thoughtful resource planning at a regional scale. This will be accomplished with a three-pronged approach. The first activity is to elucidate a clear definition of the goals for regional conservation and mitigation planning for key agencies and organizations. The second activity is to demonstrate our ability to integrate key datasets into a common data management and decision support system that will support the implementation of RAMP processes and generation of required planning products. The third activity is the identification and implementation of two to three strategic projects that will demonstrate the practical application of RAMP processes and products. All of these undertakings will involve the collaboration of many partners, among them the Department of Fish and Wildlife, High-Speed Rail Authority, Caltrans, Department of Water Resources, U.S. Fish and Wildlife Services, U.S. Environmental Protection Agency and U.S. Army Corps of Engineers and the numerous stakeholders who will inform this critical contemporary planning process.

### **LEVERAGING COUNCIL MEMBERSHIP EXPANSION**

The SGC has become an effective collaborative of California executive branch agencies accompanied by an active public member. This year we will be joined by two new public members, one appointed by the Senate Rules Committee and one by the Speaker of the State Assembly. We look forward to this broadening of membership to include designees from our legislative bodies. We expect that this will increase our opportunities to challenge ourselves with new activities to support our mission and enhance the diversity of views leading to decisions and commitments. It will also hopefully expand participation in our targeted workgroups who actively develop the concepts of interest to the Council into working projects.

**APPENDIX A**  
**ROUND THREE URBAN GREENING GRANTS: APPROVED APPLICATIONS AND UNFUNDED APPLICATIONS**

<b>APPROVED APPLICATIONS</b>				
<b>APPLICANT</b>	<b>AMOUNT</b>	<b>PROGRAM</b>	<b>APPLICATION TITLE</b>	<b>DESCRIPTION</b>
Anaheim, City of	901,996	Projects	Anaheim Coves (Northern Extension) Urban Nature Park	Converts barren land along a portion of Burris Basin near the Santa Ana River to native habitat and creates a through greenway/linear urban park with formal entrances at both ends.
Bellflower, City of	650,000	Projects	North Caruthers Park Urban Greening & Biofiltration Project	Removes 45,000 square feet of asphalt and constructs a system for collecting/treating water from adjacent street before entering a side channel. Convert commercial space to passive parkland with amenities. Features low water use plantings and drought tolerant trees/understory.
Benjamin Franklin Elementary Foundation	1,000,000	Projects	BFEF Urban Greening Project	Removes 45,000 square feet of asphalt to create a meadow/play area featuring vegetated bioswales and rain gardens, an expanded edible garden, native plants and drought resistant trees and understory, as well as newly constructed open recycled decking, a landform amphitheater, and paths traversing the rain gardens.
Brea, City of	950,000	Projects	Tracks at Brea - Segment 2 Construction	Creates 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.
Civic San Diego	635,730	Projects	Southcrest Trails Park	Formalizes trails, creating trailhead, and planting native trees and understory along Chollas Creek. Installing vegetated bioswales for stormwater treatment/infiltration.
East Bay Regional Park District	750,000	Projects	Albany Beach Restoration and Public Access Project at East Shore State Park - Phase I	Restores 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.

Fresno PARCS Department	250,000	Plans	Fresno Master Urban Greening Plan	Develops a plan to guide future development of greening projects, including parks, multipurpose trails and creating continuous greenbelt.
Fresno PARCS Department	40,000	Projects	Romain Park Community Cultural Garden	Converts asphalt parking lot into a new community space including an edible, cultural community garden. Project includes stormwater capture features.
Glendale, City of	997,900	Projects	Glendale Green Street Demonstration Project	Develops 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.
Housing Authority of the County of Los Angeles	50,000	Projects	The Growing Experience Urban Food Forest	Expands existing community urban farm in disadvantaged community on Housing Authority property.
Jacobs Center for Neighborhood Innovation	1,000,000	Projects	Northwest Village Chollas Creek Enhancements (Phase 4)	Extends and adds 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.
Koreatown Youth & Community Center	110,000	Projects	Wilshire Park Elementary School Native Habitat Garden	Greens the school site by removing asphalt and replacing with vegetated bioswales, trees and understory.
Literacy for Environmental Justice	985,164	Projects	Candlestick Point State Recreation Area Healthy Habitats and Lifestyles Project	Restoration using 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.
Long Beach, City of	924,000	Projects	Willow Springs Wetland	Restores 11.5 acres of lowlands and hill slopes including enhancing community space and converting existing access roads for pedestrian use, while integrating a system of bioswales (1,700 linear feet) and ponding areas to for stormwater diversion and dry weather flows.
Los Angeles Conservation Corps	798,815	Projects	Willowbrook Walking Path / Compton Creek	Restores and enhances blighted space for community use by bridging gaps in multi-use trail and connecting to seven additional miles of trail. Incorporates a urban runoff/stormwater treated /infiltration system above the trail before entering Compton Creek.

Los Angeles County Department of Parks and Recreation	836,625	Projects	Model Green Park Project at Eugene A. Obregon Park	Converts 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.
Los Angeles County Department of Public Works	75,000	Projects	Buford Seed Project	Removes over 3,000 square feet of concrete to create an edible garden, plants drought resistant trees outside four classrooms, and captures stormwater from roof and surrounding area.
Los Angeles Neighborhood Land Trust	75,000	Projects	105th & Normandie Community Garden	Expands the existing community edible garden and plants native, drought resistant trees and understory employing a cistern in place at the site to assist with the irrigation.
Mountains Recreation and Conservation Authority	75,000	Projects	Franklin Ivar Park	Supports a larger ongoing project to create a new park by planting cluster sound barrier trees and understory near freeway off-ramp.
Mountains Recreation and Conservation Authority	1,146,500	Projects	Caballero Creek and Los Angeles River Confluence Park	Removes a 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.
National City, City of	840,000	Projects	Hoover Avenue Park / Paradise Creek Walk	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.
North East Trees	989,000	Projects	Ascot Hills Park Habitat Restoration & Greening Project	Greens an existing (largely barren) park with carbon sequestering shade trees, creating vegetated bioswales and infiltration system.
Ontario, City of	998,387	Projects	Museum of History and Art, Ontario - Sustainable Landscape and Education Gardens	Converts the 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.
Oxnard, City of	65,000	Projects	Oxnard Urban Greening	Plants drought tolerant, native trees along streets and in schools by local City Corp members.

Pico Rivera, City of	250,000	Plans	City of Pico Rivera Urban Greening Master Plan	Develops a plan to create a tool for identifying new parks and open space, ground water replenishment, pedestrian and biking mobility, and urban tree canopy forestation.
Richmond, City of	727,553	Projects	Greening the Last Mile of the Richmond Greenway	Creates a connection point to the Western section of the Richmond Greening and installing a bioswale and meadow. Creates an access point to the greenway at the bridge over the BART tracks, and access and park at 39th Street.
San Francisco Recreation and Park Department	848,059	Projects	Mansell Corridor Improvement	Eliminates two lanes of traffic through existing park to build a greenway with amenities for walking and cycling; develops bioswales to collect storm water; converting an asphalt ditch into vegetated swale.
San Francisco Recreation and Park Department	599,809	Projects	Noe Valley Town Square Development	Develops a new community space/town center by converting impervious surface to pervious, reduces the hardscape footprint; and converts high water-use landscape to drought resistant.
San Jose, City Of	1,000,000	Projects	Three Creeks Trail (Los Gatos Creek to Guadalupe River)	Develops one mile of paved trail, linking residential development to the downtown core. Creates a series of bioswales for stormwater collection and infiltration and a native plant community to increase bio-diversity and wildlife habitat values.
Trust for Public Land	75,000	Projects	Harbour to 8th Richmond Greenway Project	Expands the greenway, including 2,600 square foot vegetated bioswale to treat and slow flows from parking lot. Recycled wood will be used for benches and path delineation.
Trust for Public Land	1,000,000	Projects	Kellogg Park Development Project	Converts property from light commercial use to develop 2.5 acre passive park with amenities; establishing a walking path, planting native trees/understory, and creates vegetated bioswales for treatment and recharge.
UCSB & the Cheadle Center for Biodiversity & Ecological Restoration	1,000,000	Projects	North Campus Open Space (formerly Upper Devereux Slough Restoration (Phase I) Project)	Activates new community space by restoring 39 acres from high impact use (golf course) to wetland using largely reclaimed water. Creates over one mile of trail with several connections to the surrounding community.

Urban Corps of San Diego County	856,550	Projects	Neighborhood Canyons Access and Enhancement Project	Restores 15 acres of Canyonlands, formalizes 3.3 miles of voluntary trails. Creates trailheads, way-finding and interpretive signage. Constructs a system of bioswales for stormwater treatment.
Vacaville Community Services Department	680,286	Projects	Centennial Park Riparian Forest Restoration and Loop Trail Development Project	Restores 12.5 acres on two tributaries that traverse an existing park including planting 1,200 native trees and 1,000 shrubs, adding 3,500 feet of trail linking to existing paths. Creates a loop trail featuring interpretive stops.
Visalia, City of	203,500	Projects	Jennings Waterway Landscape and Trail Project	Preserves a stand of oak trees that enhances community space while restoring native vegetation. Constructs a meandering trail to informally connect with the Mill Creek trail. Implements an integrated system of bioswales.
Visalia, City of	466,544	Projects	St. John's River Riparian Corridor Restoration Project	Converts commercial use to new community space. Creates passive parkland featuring a bike path connecting to other city segments incorporating native plants, drought tolerant vegetation and a stormwater collection system.
Watershed Conservation Authority	500,000	Plans	Gateway Cities & River Urban Greening Plan	Develop a plan and inventory for greening opportunities, stormwater infiltration, and pedestrian linkages.
Watsonville, City of	40,500	Projects	Upper Struve Slough Trail & Greenway	Restores a section of Upper Struve Slough with native, drought resistant vegetation.
Watsonville, City of	185,000	Projects	(Watsonville Wetlands Trails and Greenways -) Rolling Hills Connector Trail & Greenway	Creates a safe route to school path featuring an outdoor classroom, and a system to catch and retain water from the nearby hilltop that supports potential habitat diversity.
Whittier, City of	366,327	Projects	Greenway Landscape	Greens 1.29 miles of a well-used off road bike path connecting to a class I bike path with planned regional connections.

**UNFUNDED APPLICATIONS**

**CITY APPLICANTS:**

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Daily City  
Long Beach  
San Francisco  
South San Francisco  
Visalia

**COUNTY APPLICANTS:**

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Sonoma  
Ventura

**NON-GOVERNMENTAL ORGANIZATION APPLICANTS:**

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Amigos de los Rios  
Civic San Diego  
People for Parks  
Trust for Public Land  
Ventura Botanical Gardens, Inc.

**APPENDIX B**  
**ROUND THREE SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM:**  
**APPROVED APPLICATIONS AND UNFUNDED APPLICATIONS**

<b>APPROVED APPLICATIONS</b>			
<b>APPLICANT</b>	<b>AMOUNT</b>	<b>APPLICATION TITLE</b>	<b>DESCRIPTION</b>
Anaheim, City of	497,770	West Anaheim (Beach Boulevard) Corridor Specific Plan	Develop a Specific Plan for a 1.5-mile segment of Beach Boulevard, designated a "high quality transit corridor". Develop a community vision, revitalization strategy, development concepts, codes, standards and regulations, and an implementation plan. Complete a full CEQA analysis, establishing baseline indicators.
Antioch, City of	426,856	City of Antioch Downtown Specific Plan	Reinvents Antioch's downtown as a vibrant, healthy transit-oriented community connecting infill development with public transit, trails, and connecting the existing passenger rail station and Riverwalk with the eBART station and a future downtown ferry terminal, as well as enhance pedestrian and bicycle access to transit.
Arroyo Grande, City of	102,940	Central Coast Collaborative CAP Implementation and Monitoring Program	Creates an innovative strategy to help the region achieve significant GHG reductions, track these reductions and determine overall progress toward achieving state goals through a user-friendly tool that records data associated with CAPs and other GHG-reducing activities, resulting in tangible data on the effectiveness of GHG reduction strategies.
Association of Bay Area Governments	983,540	Plan Bay Area Implementation	Continue implementing Plan Bay Area, partnering with local jurisdictions to support development of complete communities within Priority Development Areas that are healthy, sustainable and equitable. Allow regional agencies to link planning and implementation to accomplish the goals of SB 375.
Association of Monterey Bay Area Governments	491,770	AMBAG Sustainable Communities Strategy Implementation Project (SCSIP)	Implement the 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy by removing 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.

Avenal, City of	458,138	City of Avenal General Plan Update and Sustainability Implementation Programs	Update the General Plan and Sustainability Implementation Programs to meet recent changes in State law, and to be consistent with the Kings County Regional Climate Action Plan and the San Joaquin Valley Blueprint. Develop programs that facilitate the implementation of the General Plan's goals and policies, resulting in a more sustainable community.
Burlingame, City of	491,770	City of Burlingame General Plan Update	Update the General Plan to incorporate adopted strategies into one comprehensive plan document, 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.
Butte County	296,837	Renewable Energy Overlay	Creates 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 resulting overlay will seek to achieve ambitious renewable energy targets while conserving open space.
Colton, City of	228,181	City of Colton Downtown Sustainable Development Code	Provides incentives for affordable housing, increase infill and compact development, and revitalizes an urban and community center while implementing new land use and transportation policies that enables compliance with state-mandated regional housing targets through the infill development of its established downtown.
Cudahy, City of	105,913	Enabling Just and Sustainable Growth in Cudahy	Creates a new regulatory structure for land use development, designing impact fees to support a multimodal transportation system and developing parking reductions that encourage transit-orientation and compactness. It will provide an example for working-class cities needing to adapt policy contexts while dealing with level-of-service issues.
Davis, City of	591,108	Downtown/University Gateway District Plan	Develops and evaluates 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 an area connecting downtown Davis to the University's central campus.
Escondido, City of	172,754	Updated Area Plans for a Combined South Escondido Boulevard/South Quince Street Target Area	Develops an area plan focused on four contiguous, interconnected target areas comprising 420 acres of established and older neighborhoods extending 2.25 miles along Centre City Pkwy and Escondido Blvd that supports the tenets of the City's General Plan.

Goleta, City of	203,415	City of Goleta Bicycle/Pedestrian Master Plan	Develop and implement a City Bicycle and Pedestrian Master Plan that will assist with land use planning, development projects, and the capital program.
Hawthorne, City of	422,922	Hawthorne ECO-Village Revitalization Plan	Creates a plan for an underutilized 150-acre area located south of the SpaceX headquarters, Tesla design lab, municipal airport and nearby Crenshaw METRO light rail station that encourages compact urban form featuring a diversity of land uses within close walking distance of home and work.
Holtville, City of	248,836	Holtville General Plan and Service Area Plan Update	Updates the General Plan and Service Area Plan, comprehensively promoting 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.
Los Angeles County Metropolitan Transportation Authority	885,047	Sustainable South Bay Transportation and Land Use Implementation Framework	Prepare an Active Transportation Plan to serve four unincorporated communities that identifies strategies and projects to improve the mobility of bicyclists, pedestrians and public transit users. The plan focuses on the Avocado Heights-Bassett, South San Gabriel, West Puente Valley, West Whittier-Los Nietos and Whittier Narrows communities. Resulting recommendations will guide the development of future capital improvement projects, balancing the needs of congestion management with statewide goals related to promotion of public health through active transportation, and reduction of greenhouse gas emissions.
Los Angeles, City of	491,770	Sustainable and Equitable Planning for Infill in Transit Priority Areas (Planning for Infill)	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 will identify GHG reduction strategies at the sub-regional and local levels, and provide technical assistance for local level adoption of GHG reduction strategies. A Mobility Matrix for the South Bay will evaluate and screen criteria for identifying priority projects.

Los Angeles, County of	491,770	West Carson Transit Oriented Development Specific Plan	Develop a Transit Oriented District Specific Plan in the community of West Carson that aims to continue to reduce greenhouse gas emissions through local measures that coordinate land use and transportation. The planning area is a one-half mile radius around the Metro station within an unincorporated area. The Plan will address the need to support multimodal transportation for all users and promote mixed use and compact development. It will discuss methods to improve infrastructure and aging and fragmented commercial development, increase higher-density new housing stocks, and create a more vibrant and healthier community center.
Madera County Transportation Commission	981,055	Implementing a Sustainable Energy Roadmap for the San Joaquin Valley	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. Use extensive community input and local adoption of best practices to enable resilient and thriving communities. Optimize outcomes for disadvantaged communities, and deliver triple bottom line (environment, economy and equity) benefits.
Pasadena, City of	491,770	Climate Action Plan (CAP) & Form-Based Code to Implement General Plan	Creates a Climate Action Plan and uses a Form-Based Code approach to implement the City's 2035 General Plan Land Use Element Update, allowing more consistent regulation for future development projects, and simplifying and standardizing future project GHG analysis.
Redding, City of	275,175	Update to the Downtown Redding Specific Plan	Update the Downtown Specific Plan to incorporate the goals of the Regional Transportation Plan and Sustainable Communities Strategy, resulting in substantial reductions to greenhouse gas emissions. Incorporate infill goals by fundamentally changing the character of the downtown through incentivizing multi-use development and affordable housing, and encouraging walking, biking and the use of transit.
Sacramento Area Council of Governments	885,186	Accelerating Local Implementation of Sacramento Region Metropolitan Transportation Plan/Sustainable Communities Strategy	Lead an assistance program for member agencies to help them implement local infill/revitalization plans to reduce GHG emissions. Includes a pilot program featuring strategies to revitalize and intensify central cores, commercial corridors, and established suburbs; help implementing active design/transportation improvements that promote public health; and guidance from renowned experts on how to build resident capacity for community revitalization in South Sacramento EJ areas.

Sacramento, City of	491,770	Sacramento Intermodal Phase 3	Plan and design SI-3's district master plan to create an urban center that achieves sustainability in an area experiencing increased momentum to develop. Integrate transportation and land use to transform the station area into an expanded multimodal district that meets the region's 21st century transportation needs, while incorporating new modes including high speed rail and creating a vibrant, compact, connected center that is a gateway and catalyst for transit-oriented development.
San Diego, City of	786,832	Balboa Avenue Station Area Plan	Engage the Pacific Beach and Claremont communities to produce a Specific Plan that establishes a transit-oriented development (TOD) adjacent to the planned Balboa Avenue Trolley station and implement a program that addresses transportation demand, economic market analysis, urban design concepts, and multimodal improvement projects. Multi-modal improvements identified will increase bicycle, pedestrian, and transit access to the station.
San Francisco, City of	490,671	San Francisco Railyard Alternatives and I-280 Boulevard Feasibility Study	Create significant infill opportunities at the hub of regional transit (Caltrain, Bart, High Speed Rail) and substantially improve transit and street infrastructure by identifying alternatives for replacing a segment of I-280 with a boulevard, completing the Downtown Rail Extension (connecting the Caltrain Depot to the Transbay Transit Center), electrifying Caltrain, and introducing High Speed Rail with reduced costs and expedited completion.
San Jacinto, City of	491,770	City of San Jacinto Downtown Specific Plan	Develop a specific plan that envisions transforming abandoned and underutilized properties into a revitalized Downtown, preserving the area's rich cultural heritage and abundant natural environment while activating the streets with pedestrian activity. Create a network of multi-modal transportation corridors linking residents to downtown and the proposed public transit center and eventual commuter rail line terminal.
Santa Clara, County of	536,729	Driving to Net Zero: Decarbonizing Transportation in Silicon Valley	Assist jurisdictions in developing and adopting AFV and AFI related policies, providing permitting and inspection staff with AFI-related training. Explore innovative AFI ideas and conduct cost-benefit analyses for jurisdiction or regional installation. Assemble a private sector forum to identify ways businesses can contribute to the local AFV market transformation, and conduct countywide local government forums to discuss implementation opportunities and challenges. Convene and coordinate with regional and state agencies regarding AFV and AFI policy advances and/or funding.

Santa Cruz, County of	344,239	Monterey Bay Community Power - Community Choice Aggregation (CCA) Phase 1 Technical Study	A Phase 1 Technical Study by the regional partnership comprised of all 21 Counties and Cities within the Monterey Central Coast area to provide the necessary assessment and analysis on how to substantially increase renewably generated electricity usage and lower the demand for consumption with increased efficiency and results in significant and relatively quick GHG reduction.
Sonoma County Transportation Authority	868,463	Shift Sonoma County	Define locally specific actions and implement high priority transportation strategies to reduce greenhouse gas emissions by encouraging a shift in both the mode and fuel used for personal transportation in Sonoma County. Integrate transportation investment and land use planning and make diverse transportation choices more feasible and attractive enabling measurable reductions in automobile usage and fuel consumption while improving public health and equity.
Southern California Association of Governments	983,540	Sustainable Communities Strategy Implementation in Southern California Through Sustainability Projects	Implement six local projects that further key SCS strategies to achieve greenhouse gas (GHG) reduction and other sustainability goals across the 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). Features regional forums to share the tools developed and lessons learned among all local jurisdictions in the region.
Tulare, County of	390,750	Disadvantaged Communities Infrastructure and Planning Policy Analysis	Implement the 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) at the local level by creating consistency and removing barriers to mixed use infill development in Opportunity Areas via local policies and ordinances revisions that implement innovative transportation strategies and create incentives for transit oriented development.
West Hollywood, City of	245,885	WeHo: ACTS (Active and Community-Oriented Transportation Solutions)	Implement the City's General Plan update and Climate Action Plan (CAP) using Transit Overlay Zones and Standards, an Active Transportation and Transportation Demand Management Ordinance, a Parking Demand and Utilization Study and Pilot Project, and a Climate Action Plan Monitoring Tool. These measures will link land use and mobility, highlight sustainability best practices and quantitatively assess the progress of the CAP's implementation.

West Sacramento, City of	377,560	Pioneer Bluff Redevelopment Master Plan	Develop the Pioneer Bluff Redevelopment Master Plan including land use and urban design strategies for the 130-acre infill site, infrastructure master planning, financing, parks/trails master planning, analysis of environmental conditions, economic/market analysis, and related activities needed to spur urban infill development.
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**UNFUNDED APPLICATIONS**

**CITY APPLICANTS**

Berkeley	Lancaster	Santee
Chula Vista	Los Angeles	South El Monte
Corona	Malibu	South Gate
Culver City	McFarland	Stockton
Dinuba	Modesto	Suisun City
El Cajon	Mount Shasta	Taft
El Cerrito	Ojai	Tehachapi
Fortuna	Paradise	Turlock
Fresno	Rancho Cucamonga	Vallejo
Gridley	Richmond	Wasco
Hanford	San Diego	West Covina
Inglewood	San Pablo	
La Mesa	Sanger	

**COUNTY APPLICANTS:**

Fresno County	Los Angeles County	Placer County
Inyo County	Monterey County	Yolo County

**COUNCIL OF GOVERNMENT APPLICANTS**

- Association of Bay Area Governments
- San Bernardino Associated Governments
- Western Riverside Council of Governments

**JOINT POWERS AUTHORITY**

- Watershed Conservation Authority

**METROPOLITAN PLANNING ORGANIZATION APPLICANTS:**

- Fresno Council of Governments
- San Diego Association of Governments
- Santa Barbara County Association of Governments
- Tahoe Metropolitan Planning Organization

**REGIONAL TRANSPORTATION PLANNING AUTHORITY**

**APPLICANTS:**

- Transportation Authority of Marin