September 16, 2013 Meeting Minutes DRAFT

Council Members Present: Chair Ken Alex, Director, Governor's Office of Planning and Research (OPR); Vice-Chair Bob Fisher, Public Member; Undersecretary Janelle Beland, California Natural Resources Agency (CRNA); Deputy Secretary for Law Enforcement and Counsel Alice Reynolds, California Environmental Protection Agency; Assistant Secretary Janne Olson-Morgan, California Health and Human Services Agency; Deputy Secretary Brian Annis, California Transportation Agency; Secretary Anna Caballero, California Business, Consumer Services, and Housing Agency.

Agenda Item #1: Call to Order
Chair Alex called the meeting to order.

Agenda Item #2: Remarks by Secretary Caballero, BCSH
Thank you, introduction and professional background by Secretary Caballero, who was recently appointed as Secretary to the newly-formed Business, Consumer Services, and Housing Agency.

Agenda Item #3: Approve May 16, 2013 Minutes
Council Member Fisher moved to approve the minutes. Undersecretary Annis seconded the motion. The motion passed unanimously with an abstention from Council Member Caballero.

Agenda Item: Executive Director's Report: Mike McCoy
Executive Director McCoy addressed the following topics:

1. Coordination on High-Speed Rail among state agencies, including SGC, the High-Speed Rail Authority (HSR), OPR and CRNA to have a position reporting to OPR and SGC to advance the Regional Advanced Mitigation Program (RAMP) for High-Speed Rail and other major state infrastructure projects. The job will require pulling together resource management and regulatory agencies with infrastructure-producing agencies to try to create large-scale, meaningful mitigation before projects take place, not after. Expecting to start recruiting for the position immediately.

2. Barriers to Infill: Awaiting announcement for posting request for proposals for innovative, private-sector funding mechanisms. From talking with cities, financial professionals, and reading literature, we have found that even without tax increment financing we have other options that we have not taken advantage of in California. We are looking at doing a thorough study of tools as they apply to California. By February, we will have a final report on those mechanisms.

3. Infrastructure Planning: SB 732 asks the Council to look at the Five-Year Infrastructure Plan to ensure that it aligns with the State's Planning Priorities to support infill development, the conservation of environmental and agricultural resources, environmental justice, efficient planning and the economy. The Five-Year Infrastructure Plan does not have very elaborate detail about how it is consistent with those goals. The Department of Finance has the complicated task of assimilating all the reasons agencies give for why their projects are consistent with the California's Planning Priorities but summing that up into a single statement is difficult. This is mostly a communications problem and we want to work with agencies and departments to see if we can find a way to use a more uniform and transparent way California prioritizes expenditures on infrastructure. We will have more to report on this in November.

4. Fresno-Madera Mediation: In a rare opportunity, the State is mediating a dispute between three local governments: Madera County, the City of Fresno and Fresno County. These governments have developed long-term urban plans that conflict with one another. Given there is no regional government body that encompasses these jurisdictions, they have asked the state, as a settlement agreement to withdraw a CEQA suit, and specifically SGC, to host the mediation process.

5. High-Speed Rail Station Area Planning: OPR and HSRA have entered into an agreement to accept a full-time, three-year position for a senior land use planner to join OPR and SGC to act as a resource to local communities who will be impacted by High-Speed Rail. We have learned that the planning capacity in California cities, particularly in the San Joaquin Valley, has been cut from half to two-thirds since the great recession started in 2008. Now, cities faced with an "economic game-changer" such as High-Speed Rail, have less capacity than ever to engage in the process.

Agenda Item #5: Council Communications and Updates
Brian Annis
Introduction and professional background of Kate White, new Deputy Secretary of Environmental Policy, Housing and Transportation for the California Transportation Agency.

Recently, SGC submitted the MAP 21 Letter to the Federal Highway Administration suggesting some performance measures we want the federal government to utilize in looking at our highway system. This letter is a good example of Council collaboration.

We are also very pleased at the transportation agency that Senate Bill 99, that created the active transportation program, has passed, promotes biking and walking in the state. Prior to this program, if someone asked to what the funding for biking and walking programs were, you could only point out $7 million in the biking transportation account. Since this is a priority for the state, we have actually spent more than $100 million over time. Caltrans, for example, directed about $24 million to the Safe Routes to School program, and that funding level will stay about the same with the new program. Altogether, this legislation sets aside $129 million annually for biking and walking projects, which puts us in the forefront of other states in terms of state DOT dollars going to this purpose. We met with SGC key staff on this in December, and the resource agency helped us to consolidate staff work from Caltrans in environmental

mitigation and enhancement program to resource agency for efficiency. Resources will now manage the program that funds mitigation land and urban landscaping.

Bob Fisher

Land Use and Schools: Referenced the Schools and Land Use Report. This is a summary of an all-day school planning event hosted by California Department of Education (CDE) and UC Berkeley. The outcome of this is CDE is integrating State Planning Priorities into their Title 5 guidelines and compiling a summary of best practices to identify examples of where school districts and local planning departments have coordinated on land use for positive outcomes. In addition, OPR is integrating school planning into the General Plan Guidelines. I have had a particular interest in this work. The state spends about a third of the money for new schools and up into this point there has been little coordination on the location of those schools. The state has had no real input on where schools have been located. It has been up to the local school districts. Schools have an enormous impact on vehicle miles traveled and future development patterns. Local control is fine, but if we are going to spend state taxpayer money on schools, the state must figure out some ability to work with school districts to ensure the location of schools is not counterproductive to the State's Planning Priorities. We have some movement in the right direction and only time will tell if this will get us far enough in siting schools.

Metropolitan Planning Organization Sustainable Communities Strategy Contract: SGC contract to get detailed feedback from California MPOs on the first round of Sustainable Communities Strategy experiences and formulate recommendations to the state for better and stronger SCSs in the second round and beyond. Two of four workshops are completed and were well-attended. The two final workshops will be complete by September 26. After MPO review, there will be summaries of these workshops and the MPOs will meet to provide recommendations to the state. At the November Council meeting, we will receive a detailed update on the process and recommendations by the consultant. At the next Council meeting in early 2014, we will see final recommendations on that work. The purpose is to get best practices and get the most out of the SCS process as we move into the second round of SCSs.

Infill Finance Options Contract: Legal hurdles have been frustrating. We has a new Request for Proposal in September and hope to start work in October. Coordinating with California Housing Finance Authority and the California Department of Housing and Community Development to move it along, but no progress has been made.

Fresno Infill Finance Task Force: Has attended two meetings in Fresno. U.S. Environmental Protection Agency representatives will brief the Council (Agenda Item #6) later today.

Ken Alex

General Plan Guidelines: Continuing General Plan updates, and there are still opportunities to engage in the process. There will be significant changes since we are moving to an online model. Input requested and encouraged for the General Plan Guidelines.

Updates to the California Environmental Quality Act (CEQA) Guidelines: Has not been updated in about 10 years. Noted one piece of legislation, SB 743, that if signed by the Governor, will remove the notion of level of service from CEQA and will replace it with the metric of vehicle mile traveled and trips generated by projects. This is a significant change and OPR will be responsible for making those changes to CEQA.

Public Comment
Bill Higgins, California Councils of Government: Welcomed Secretary Caballero and commended her work on SB 375 when she was in the Assembly. Comment on SANDAG Indicator Report: Would like to have a future conversation on data availability which will drive the effectiveness of MPOs and the state to make policy decisions. Recommendations will come out of the MPO Self-Assessment process that relate to this topic. MPO Letter was also sent to the Federal Highway Administration regarding Map 21 and performance indicators. Would like to work together in the future to have a California consensus on the issue. Comment on Land Use and Schools: Kathleen Moore at CDE spoke at a MPO event about the issue of regional planning and school siting. There are infill school guidelines, which are not codified anywhere. There are several reasons why you can have special school guidelines, like blight, but sustainability is not one of them. Recommend getting sustainability included as a way to make progress on this issue.

Alex: GPG will include recommendations for school siting. Data has been a big focus at OPR. OPR has been working extensively on indicators. OPR and SGC has been collaborating on indicators and will have more to report in the near future on this work.

Public Comment
Wendy Alfsen, California Walks: Commends Secretary Kelly and Deputy Secretary Annis on active transportation work. California Walks works on local, regional and statewide levels. There is a data need on tracking biking and walking trips. National Household Travel Survey (NHTS) is conducted every seven years, but California has the opportunity to buy an add-on survey. I think this data would be very helpful to supplement the NHTS, which is very narrow.

Ken Alex announces a change to the agenda. Switching items #6 and #7.

Agenda Item #7: Presentation of California Communities Environmental Health Screening Tool (CalEnviroScreen)

Introduction by Alice Reynolds of Cal/EPA. CalEnviroScreen is important component of Cal/EPA's Environmental Justice (EJ) program, which reflects the commitment of Secretary Rodriguez to incorporating EJ principles into the activities of Cal/EPA. CalEnviroScreen is a tool designed to identify communities that are most burdened by pollution by looking at both pollution factors and socioeconomic factors that indicate vulnerability. Cal/EPA will use CalEnviroScreen tool in its own grant programs and commends SGC for being the first state entity outside of Cal/EPA to consider using CalEnviroScreen in its grant program, giving it cross

agency application. Cal/EPA is willing to assist other agencies in using CalEnviroScreen if they would like to. Feedback has been positive on the tool so far and it's still evolving.

George Alexeeff, Executive Director of Office of Environmental Health Hazards Assessment Cal Enviroscreen Overview: 1.1 Powerpoint

A broad picture of relative burdens California communities face from environmental pollution. Identifies 17 indicators of environmental and socioeconomic conditions, and provides guidance on potential uses of the tool.

Focus of CalEnviroScreen: Exposures, public health or environmental effects from the combines emissions and discharges in geographic area, including environmental pollution from all sources, whether single or multi-media, routinely, accidentally, or otherwise released. Impacts will take into account sensitive populations and socioeconomic factors, where applicable and to the extent data were available.

There are 17 indicators under two major factors: Pollution Burdens and Population Characteristics. There are two categories under each factor. For Pollution Burdens: 1) Exposures: particulate matter 2.5, ozone, diesel particulate matter, pesticide use, toxic releases from facilities and traffic density; and 2) Environmental Effects: cleanup sites, groundwater threats, impaired water bodies, solid waste sites and facilities, hazardous waste facilities and generators. For Population Characteristics: 1) Sensitive Populations: prevalence of children and elderly, asthma emergency department visits, rate of low-birth weight babies; 2) Socioeconomic Factors: educational attainment, linguistic isolation and poverty.

Indicators were selected based on the following criteria: accurate measure, actionable, demographic factors may influence vulnerability to disease, publicly available, statewide, location-based. Information is communicated in a report, maps, Excel spreadsheet of data, Google Earth maps, ArcGIS geodatabase and online mapping tool. Indicators are assigned relative values compared to all zip codes in the state and are assigned percentiles. All scoring is relative and are not absolute values.

Some potential uses for the tool are: to aid ongoing planning and decision-making within CalEPA including the Environmental Justice Small Grant program; promote greater compliance with environmental laws; prioritize site clean-up activities; identify opportunities for sustainable development in heavily-impacted neighborhoods. SGC is the first government entity outside of Cal/EPA to consider using CalEnviroScreen in its grant program. Also, SB 535 (De Leon, 2012) mandates that Cal/EPA shall identify "disadvantaged communities" for investment opportunities based on geographic, socioeconomic, public health and environmental hazard criteria. CalEnviroScreen will also be used as criteria for funding for the Cap and Trade Program, hopefully starting in 2014.

Cautions about the tool include that CalEnviroScreen is not a substitute for CEQA review.

Changes in CalEnviroScreen include removal of race/ethnicity indicator. Inclusion of this indicator had potential to delay the release of funding and it do not influence the results significantly.

Future changes include adapting the tool to produce scores based on census tracts and development of a drinking water indicator. Cal/EPA is currently conducting outreach with local governments and other stakeholders on potential uses of CalEnviroScreen.

Question and Answer for the CalEnviroScreen
Q: Cabellero: Can you please explain the changes to CalEnviroScreen as it relates to drinking water?
A: The two major comments that we received from the public included: Sorting data by census tract and including a drinking water indicator. Most of the data sources that are used for CalEnviroScreen have been obtained from other sources and have been checked for quality by other entities, for example, the Census Bureau and the Air Resources Board. There is no state agency that has online, accessible data on drinking water, so we have to build that tool. We have been building that tool with contracts with UC Berkeley and UC Davis. We hope to have a draft of CalEnviroScreen with the drinking water indicator later this year or early next year and will release it for public comment. We will hopefully implement it by next summer.

Q: Caballero: Why was the race/ethnicity indicator taken out?
A: Legal reviews indicated the use of that indicator could result in lawsuits and delay grants. Also, it did not really influence the results because race and ethnicity characteristics parallel pollution burden very well. Pollution burden is a really good indicator of minority and ethnic populations, is another way of looking at it.

Q: Fisher: Are all burdens weighed at the same level?
A: No. Those that represent exposure are weighed a little heavier because we feel they are more closely related to outcomes. For example, cleanup sites, which are not tied to any particular toxicity to the community, are weighed half as much as particulate matter, which we know causes toxicity in communities.

Q: Olson-Morgan: What data source are you using for cleanup sites?
A: California State Water Board's Geotracker tool.

Q: Olson-Morgan: Do you know where you will gather well water data?
A: Looking at existing data on ground water and doing a site-specific evaluation. We will not have information on specific wells, but if people are drawing water from this area we will apply the known sources from that area.

Q: Olson-Morgan: Does the CalEnviroScreen tool weigh for number of population.
A: No. It is not a population weighted score but if you look at it, in the top 10% of the zip codes you have 21% of the population, so it weighs toward urban communities, but this was not done intentionally.

Ken Alex: OPR is working with the California Department of Water Resources, California Department of Public Health and the State Water Board on digitizing existing well data, which is fairly extensive. We should follow-up on data sharing. Commended Dr. Alexeeff on creating an effective tool in CalEnviroScreen.

Allison Joe, SGC Deputy Director, introduced new SGC staff member Natalie Garcia, Program & Policy Analyst.

Agenda Item #6: Ongoing Federal Strong Cities, Strong Communities (SC2) Collaboration

Allison Joe, SGC Deputy Director, provided background on the SC2 initiative, the state's involvement and introduced SC2 staff, Scott Stollman and Suzanne Hague from US EPA, who presented on SC2 work in Fresno.

Stollman: Fresno is one of six cities to be selected two years ago as part of a White House pilot project. All cities in the pilot had to be chronically economically depressed, and the goal of the program was to breakdown federal silos to collaborate to achieve economic development. As many of 12 federal agencies and more than 20 people have participated as part of the team. Suzanne has been based in Fresno at the Mayor's office. The focus of the Fresno work includes downtown revitalization, business development, economic development and innovation, high-speed rail, transportation, land use planning, neighborhood revitalization/housing and homelessness. Approach to work is place-based.

Hague: SC2 supported the 2035 General Plan update and the scenario that supported the most aggressive infill—specifically, this scenario would direct 45% of new growth to take place infill areas. This is opposed to an 11% average over the last several decades and represents a significant departure from business as usual that tends toward sprawl development. Projected benefits over the next 20 years of this scenario is implemented:

- 19% reduction in greenhouse gas emissions from transportation and buildings
- 31% reduction in vehicle miles travelled
- 32% reduction in public health costs
- 26% reduction in water use for new households (enough to serve 7,500 homes)
- 33% reduction in infrastructure costs
- 11% reduction in building energy use
- 53% reduction in land use consumption (nearly 10 square miles)
- 26% reduction in costs to households (average of $1,240 a year)

The success of the General Plan update is largely dependent on the revitalization of downtown, which has suffered from decades of disinvestment. Downtown, and specifically the Fulton Mall, have some of the highest built densities mostly in the form of beautiful, but underutilized historic buildings. Returning traffic to the Fulton Mall is a priority of the city and two weeks ago Fresno was awarded $16 million federal grant to complete the project. SC2 is also working to improve the area connecting the city's Bus Rapid Transit (BRT) system's downtown hub and the proposed High Speed Rail (HSR) station. BRT is planned to start service in 2015. SC2 has also supported work on Mariposa Plaza, which the heart of Fulton Mall. Due to ongoing work on this

issue, the city has secured a grant from the National Endowment for the Arts to redesign the plaza. This work will complement the federal transportation grant to return traffic to the Fulton Mall in the form of complete streets. Additional Department of Transportation funding will improve the Mariposa Corridor to create an at-grade pedestrian crossing connecting the BRT hub and the HSR station.

Stollman: One example of how SC2 coordination has improved planning in Fresno is the realignment of the BRT system to bring service closer to the Fulton Mall and the HSR station. While working in Fresno, the SC2 team discovered that the proposed BRT route was a half mile from the Fulton Mall and even further from the HSR station. To remedy this, SC2 and the Mayor's office worked with the municipal transit authority, Fresno Area Express (FAX) to reroute the BRT line to touch the Fulton Mall and come within three blocks of the future HSR station. This seems logical, but often in bureaucracy, things are not logical. This is just a good example of how we had the advantage of a bird's-eye view of the issues, a good, trusting relationship with the Mayor's office to communicate those concerns and local knowledge. Some other examples of SC2 work:

- Guiding federal agencies to lease office space downtown
- Released a report last year on how to engage and leverage local anchor institutions such as medical and educational facilities to support downtown revitalization goals including policy recommendations; Mayor created a President's Council to engage the leaders of these institutions.

Hague: Update on Infill Development Task Force

This came about when the Mayor asked for assistance in implementing the vision of the 2035 General Plan's focus on infill with very little public funds. The Mayor asked SC2 team to bring infill development experts across the state together. The task force has about 40-50 members, who have been described as an "all-star team." Three meetings were held in 2013 and will result in two reports: 1) Incorporate the findings into the implementation element of the General Plan, and 2) Fresno as a case study for economic distressed cities trying to implement infill development. Final meeting will be held in October.

Stollman: Lessons Learned from SC2

Place matters and facilitates collaboration well; a good relationship with the Major's office and her strong leadership helped the SC2 team gain credibility and make progress quickly; role as a convener helped local partners who hadn't met, start working together; facilitated the implementation of more federal programs in Fresno; maximized modest technical assistance; identified additional federal and non-federal resources for Fresno; and direct connection to federal officials was helpful.

Joe: The state has played a role in SC2 work in Fresno. SGC has participated in the Fresno Infill Development Task Force which was chaired by Ken Alex.

Claudia Cappio, California Housing Finance Agency (CalHFA): Attended two infill task force meetings and impressed by the work. Challenges are timing and financing, and the key dilemma is that infill development [in Fresno] is not profitable yet. So we have to find sources of government funding to add value, and not just dollars. It would be very powerful to help Fresno find a solution given High-Speed Rail station construction is beginning soon, the city's growth is

not sustainable, and it has a progressive General Plan. Can the state find incentives and financial tools to allow them to take advantage of these emerging opportunities? And what would the consequences be if the government didn't intervene? Infrastructure financing options is an important issue to address, as well.

Joe: SGC staff is requesting three actions related to this SC2 effort. Also, for Council information, there are several state entities involved in the SC2 effort in Fresno including the State Treasurer's Office, the Go Biz Infrastructure Bank, CalHFA, and Housing and Community Development.

Alex: The SC2 team has been great to work with. The city of Fresno used a modeling scenario tool called Rapid Fire in their General Plan process which proved instrumental in the city council adopting the most aggressive infill option. SGC is working on the next generation of that tool, now called Urban Footprint, which is already being tested by some larger MPOs. Commends CTA for their support for Fresno in securing the federal TIGER grant and were ready to help provide funding if the full amount did not come through. It is important to find solutions to the issues facing Fresno, because they face the same problems that are being repeated throughout the Valley. Fresno is the fifth largest city in California, and the largest city in the Central Valley.

Joe: Recommended Council Action
1) Council approval of Resolution 1-13 which supports SGC participation to identify opportunities for coordination and technical assistance, where possible, to SC2 cities in California and their partnering federal agencies on matters where SGC and SC2 goals and objectives are consistent and where resources allow.
2) Direct SGC staff to prepare a Letter of Support from the Council in support of ongoing SC2 efforts in Fresno and future SC2 opportunities in California for signature by the SGC Chair and Executive Director.
3) Direct SGC staff and SGC key staff to coordinate with the SC2 team members to identify opportunities for ongoing support of current SC2 efforts in the city of Fresno. Future support of SC2 efforts from state partners will be contingent on availability of resources.

Beland: On the resolution, on the first resolved: "Recommendation to support SGC part in SC2 efforts including identification of opportunities for coordination…" What will be undertaken outside of identification of opportunities to coordinate?

Joe: We believe that the resolved statement would identify opportunities for coordination of SC2 efforts currently including their approximately 15 priorities and look for a role for the state in that effort. Including possible coordination and technical assistance. Other efforts could include facilitation efforts.

Beland: Secretary Laird is concerned with additional workload given we already have 12 priorities with the strategic plan. Would like the amount of additional workload clarified.

Alex: Should that be part of a motion? Does someone have a motion for us?

Fisher: So moved.

Alex: Can we add some specfically to what Janelle was referring to?

Beland: Change language in the first resolved from "including" to "through."

Joe: Will make the change.

Motion by Council Member Fisher and seconded by Council Member Caballero. Motion passes unanimously.

Agenda Item #8: Information Item: Sustainable Communities Planning Grants

Joe: Providing an update on the planning grant guidelines. SGC will be bringing a final draft for adoption to the November 5 Council meeting. This is the final round of Proposition 84 funding for the Sustainable Communities Planning Grant and Incentive Program and there is approximately $16 million available in this round. Council approved two previous rounds of a little more than $20 million each. SGC had a workshop draft which was circulated for public comment, and it also held four workshops throughout the state. The changes in this draft reflect:
- A stronger connection to implementing SB 375 and AB 32 goals and implementing the SCSs and the reduction of greenhouse gas emissions.
- An additional focus area, due to Council feedback, on planning for High-Speed Rail.
- A stronger emphasis on projects that will lead to implementation. In previous rounds, there were three focus areas, which were geography based—cities and counties, MPOs and regional collaboration.
- More focus on implementation of SCSs, stronger implementation in Transit Priority Areas and collaboration on High-Speed Rail.
- More emphasis on local and regional collaboration; we added a local match of 10%; 5% must be cash and 5% can be in-kind.
- Greater guidance on indicators to track progress
- Using CalEnviroScreen as criteria for the 25% EJ Set -Aside

The timeline for the grants includes another comment period from September 18 to October 18 on the revised draft. Staff will bring a final draft to the November 5 meeting, with the solicitation opening in November followed by approximately 90-day period to accept applications and we hope to bring recommendations for award by early summer.

Public Comment

Phoebe Seaton, Leadership Council for Justice and Accountability: Thank you for the opportunity to comment. There is the built-in disadvantaging and exclusion of rural communities through the emphasis on Transit Priority Areas and urbanized land uses. We would like to see more flexibility in terms what can benefit from this granting program and

more flexible metrics to allow for better transit and housing in disadvantaged communities. We have focused on unincorporated communities in the past, and what has been a problem is the exclusion of entities other than counties and cities applying for the EJ set-aside. We have seen that there are other entities that can be more accountable than counties or cities and we would like to see more eligible entities allowed to apply. Another change we would like to see in regard to promoting equity, is an explicit inclusion of basic services and infrastructure. We see these services as the cornerstone of sustainability, such a potable water, waste water facilities, etc., which way too communities in our state do not have. We are proud of a past grant to the city of Tulare to expand sewer service to an unincorporated community. We have also submitted several comments on CalEnviroScreen in regard to data gaps and how they impact unincorporated and rural communities. CalEnviroScreen does not encompass all the impacts on those communities including asthma and some of the demographic information. We request another way to assess whether a community is disadvantaged or an EJ community other than CalEnviroScreen.

Bill Higgins, CALCOG: Thank you for support during first round of SCS development and support the move to implement in round three. [In round two] the Southern California Association of Governments (SCAG) used $500,000 of its $1 million grant to regrant to local governments for SCS implementation. We are hearing from all of our regions from local governments that they want to know what the next step is after the development of the SCS. How do they implement? In the case of SCAG, they initially matched the SGC grant with $500,000. Then they put it out to bid and got 76 applicants and a total of $10 million in projects, and probably 60 of them were fantastic. SCAG added an additional $1 million of its federal transportation funding and now it has a $2 million grant program. I think this is a really good example going forward about how we might design the planning guidelines. I know you are on a tight timeline, so I am not suggesting a total overhaul. I think moving this direction, we (MPOs) know the SCSs, we can leverage your money and we can share information about SGC and state priorities to all the regions in the state around disadvantaged communities, CalEnviroScreen, and sustainably would be a good move.

Fisher: On regranting and leverage of dollars, are there ideas you might have? Leveraging is the really exciting thing. Is there a way we can adapt the guidelines to further promote the leveraging concept?

Higgins: You have a number of things to balance, including disadvantaged communities. Regions have various capacities to leverage additional planning dollars. ANBAG has a tighter budget and does not have the leveraging capacity as much as SCAG, SANDAG, SACOG, MTC and even Shasta County. There are ways to leverage, and varying capacities to achieve it. Providing incentives helps.

Fisher: On regranting, a consideration is the relationship between MPOs and local governments. Due to timing it might not work for this round. But the potential impact we can have with Cap and Trade dollars, we want to have the guidelines set up as well as possible.

Higgins: One way to look at MPOs is that we spend other peoples' money with accountability for it. We have federal and state dollars and are subject to audits. We would welcome rigorous control from this body and make sure it is in line with SGC priorities. I anticipate SCAG will provide a lot of information on how their regranting of SGC dollars has helped implemented its SCS.

Fisher: The opportunity for regional consistency among local government grant requests is vital. The more we can incorporate regional consistency in the guidelines the better.

McCoy: There are opportunities to do that. There are opportunities to harness local knowledge to forward the state's goals. There are a lot of details to work out to ensure that the state's goals are being carried out, but I think this is an exciting opportunity and we will pursue it.

Ping Chang, Southern California Association of Governments: Appreciates the leadership of the Council in the form of the Sustainable Communities planning grants. Looking forward to participating in future rounds of grants.

Chione Flegal, PolicyLink: Seconds the Leadership Council's comments on rural communities. Infrastructure deficiencies are something we are very concerned about. We also want grants to remain accessible to these communities and how their infrastructure affects long-term sustainably. We appreciate the Council's emphasis on disadvantaged communities through the (EJ) set-aside program. The history of disinvestment in disadvantaged communities is great. We see 25% as the floor and we can shoot higher. We are excited about CalEnviroScreen and aligning it with grant programs in other agencies. We also have concerns about data gaps and would like another ways, tools, and metrics for rural areas, which have smaller populations, so those communities are not "mapped off" our investments.

Grantee presentation: Judy Robinson, County of Sacramento
Thank you for funding our work, and a lot of this work throughout the state would not be happening if this program did not exist. Our project focuses on the Fulsom Boulevard Corridor and we are working to remove barriers to transit-oriented development and create an implementation plan for pedestrian and biking and the related infrastructure for transit-oriented development. We did community outreach to share information and what was already available to them and shared some of the health benefits of transit. We were also able to leverage the SGC grant with additional grant funds from SACOG from their U.S. Housing and Urban Development to do additional work on transit. Some of the lessons learned are similar to Fresno. Since redevelopment funding was eliminated, there are not a lot of ways to finance this work. Another positive result that came out of this grant is that we were able to engage our public health officer. She attended public workshops, went on walk audits and shared information about the health benefits associated with walking and taking transit. As a result, she approached us and asked us to submit an application to the U.S. Center of Disease Control for a cross-sectorial leadership academy on public health. We were accepted and now are one of 19 teams in the country that is participating in this year-long academy. Our team includes myself (a planner), our public health officer, a non-profit, Walk Sacramento, a private sector

transportation engineer, our MPO (SACOG) and some physicians who are donating their time. The goal is to advance health in the built environment. This work will add active design guidelines to the Fulsom Boulevard Specific Plan to walking.

Alex: In addition to connecting you with the Health in All Policies staff, OPR now has a physician on staff, Elizabeth Baca, who is working on incorporating health in the General Plan Guidelines update

Agenda Item #9: None (typo)
N/A

Agenda Item #10: General Public Comments
Kenneth Ryan: The rural mountain counties have been ignored and nothing in your system has helped us plan for economic growth except allowing us to sprawl. I would like to see an education program for rural counties about the benefits of compact growth and the preservation of open space to prevent rural counties from sprawl, and to prevent any growth problems from happening. I also want you to consider low-income senior housing. Also, the 26 rural counties have to compete for 10% of active transportation grants. I object strongly to the High-Speed Rail plan; they have written off everywhere north of Sacramento. I encourage you think about how to protect and save the rural counties. We need to educate the rural decision-makers on the need for compact growth.

Agenda Item #11: Meeting Adjourned
Chair Alex adjourned the meeting.