

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

SUMMARY

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

RECOMMENDED ACTION

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

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

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

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

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

APPLICATION SOLICITATION AND REVIEW PROCESS

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

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

POLICY CONSIDERATIONS

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

ADJUSTED AWARDS

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

Summary of Requested Recommended Funding

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

SUBSTITUTION LIST

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

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

SUMMARIES OF RECOMMENDED AWARDS

Environmental Justice Recommended Awards

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Main Pool Recommended Awards

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix A

Recommended Awards:

Round Three Sustainable Communities Planning Grant and Incentives Program

Agenda Item #7

Strategic Growth Council

June 3, 2014 Council Meeting

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