

2015 Annual Report

to the Legislature

July 1, 2015

Council Member Agencies and Departments: The SGC brings together agencies and departments within the Business, Consumer Services and Housing; Transportation; Natural Resources; Health and Human Services; Food and Agriculture; and Environmental Protection Agencies, with the Governor's Office of Planning and Research and three public members to coordinate activities that support sustainable communities emphasizing strong economies, social equity and environmental stewardship.

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July 1, 2015

Members of the California Legislature:

Enclosed is the Strategic Growth Council's 2015 Annual Report,

The Legislature entrusted the Strategic Growth Council with a tremendously important program this year, one that would invest in actions to assist in achieving the State's climate change goals while addressing other very important State goals at the same time. The legislative record leading up to this assignment paved a path for us to follow. AB32, SB375, SB 732, SB535, and other law have directed the work of government in service to the environment, to social and economic justice, and to a growing economy for all. Senate Bill 862 of 2014 furthered this effort by charging the Strategic Growth Council with investing 20% of the Greenhouse Gas Reduction Fund investments in a manner that achieved reductions in greenhouse gas emissions and also advanced improved conditions in disadvantaged communities, provided for increased construction of affordable housing, improved public health, reduced air pollution, enhance environmental and agricultural values, and improve connectivity and mobility through transit and active transportation.

The legislature prescribed a broad array of investment types that could support these goals. They included affordable housing projects in infill areas – especially those near jobs, transit projects to support ridership, pedestrian and bicycle projects promoting active transportation, acquisition of easements to protect agricultural lands, and support for regional sustainable communities strategies. This gave the council a broad palette of options to incentivize the use of multiple strategies by applicants for these funds.

The council used its unique combination of agency specialties to consider the State's goals and the legislature's prescriptions including the important requirement to invest half the funds in affordable housing and half the funds in a manner that benefitted disadvantaged communities. No one department and no one agency could have reached so broadly across disciplines nor brought the many years of specialized experience that was brought together through the collaborative work of six agencies, the Office of Planning and Research, and three active and thoughtful public members. This interdisciplinary collaboration is the hallmark of the Strategic Growth Council and is exemplified by every project cited in this report. 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.

The Strategic Growth Council is 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 our Chairman Ken Alex, or the Executive Director know. I look forward to working with you to create resilient, sustainable, equitable communities across California.

Sincerely,



Mike McCoy
Executive Director

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 2014-15 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 30, 2015 Council meeting, SGC approved the first round of awardees for the Affordable Housing Sustainable Communities and the Sustainable Agricultural Lands Conservation programs. For more information about this round of grants, please refer to *Section A and Section B* on pages 5-8. For lists of funded and unfunded applicants, please refer to *Appendix A and Attachment 1*. This report also includes a link to a PowerPoint presentation with facts and figures about the Affordable Housing and Sustainable Communities program and additional links to material on the Sustainable Agricultural Lands Conservation program.

In addition to providing more than \$126.5 million in local assistance grants this year, some key achievements of the Council include:

- Securing Round 2 funding 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.
- Contributed substantially to the dialog on High Speed Rail through outreach to local governments in station stop and near station stop cities and partnered with UC Davis to engage national media in a more balanced dialog about High Speed Rail. [Click Here.](#)
- Achieved agreement across disciplines including transportation modeling, public health forecasting, urban development analysis on the relationship between urban planning, transportation choices and public health. This understanding is now being tested for use in an urban planning model used by 3 of California's largest MPOs
- United over 30 State, Federal, Regional and Local governments with the SGC joined by the California Biodiversity Council in support for the SGC initiated California Conservation Framework and Integrated Planning Project combining conservation and infrastructure joint planning.
- Teamed with the Department of Finance and five state agencies including GovOps, CNRA, OPR, CalSTA, CalEPA, to lead revision of the future format and content of the California Five-Year to include significant attention to infrastructure sustainability and California's Planning Priorities.

For complete lists of funded and unfunded applicants from previous grant rounds, and more information and past SGC work, please refer to SGC's website by [clicking here](#):

- 2014 Annual Report: http://sgc.ca.gov/docs/SGC_2014_AnnualReport.pdf
- 2013 Annual Report: <http://www.sgc.ca.gov/docs/workplan/SGC-2013-AnnualReport.pdf>

For questions or to request a copy of this **2015 Annual Report to the Legislature**, contact:

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Link to the full report: http://www.sgc.ca.gov/docs/SGC_2015_Annual_Report.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
- Anna Caballero, Secretary for Business, Consumer Services and Housing
- Diana Dooley, Secretary for Health and Human Services
- Gail Goldberg, Public member appointed by Speaker, Toni Atkins
- Bob Fisher, Public member appointed by the Governor, SGC Vice-Chair
- Brian Kelly, Secretary for Transportation
- John Laird, Secretary for Natural Resources
- Manuel Pastor, Public member appointed by Senate pro Tem, Kevin de León
- Matt Rodriquez, Secretary for Environmental Protection
- Karen Ross, Secretary for the Department of Food and Agriculture

The Council operates under the following mandates:

(a) Identify and review activities and funding programs of member state agencies that may be coordinated to improve air and water quality, improve natural resource protection, increase the availability of affordable housing, improve transportation, meet the goals of the California Global Warming Solutions Act of 2006 (Division 25.5 (commencing with Section 38500) of the Health and Safety Code), encourage sustainable land use planning, and revitalize urban and community centers in a sustainable manner. At a minimum, the council shall review and comment on the five-year infrastructure plan developed pursuant to Article 2 (commencing with Section 13100) of Chapter 2 of Part 3 of Division 3 of the Government Code and the State Environmental Goals and Policy Report developed pursuant to Section 65041 of the Government Code.

(b) Recommend policies and investment strategies and priorities to the Governor, the Legislature, and to appropriate state agencies to encourage the development of sustainable communities, such as those communities that promote equity, strengthen the economy, protect the environment, and promote public health and safety, consistent with subdivisions (a) and (c) of Section 75065.

(c) Provide, fund, and distribute data and information to local governments and regional agencies that will assist in developing and planning sustainable communities.

(d) Manage and award grants and loans to support the planning and development of sustainable communities, pursuant to Sections 75127, 75128, and 75129. To implement this subdivision, the council may do all of the following:

(1) Develop guidelines for awarding financial assistance, including criteria for eligibility and additional consideration.

(2) Develop criteria for determining the amount of financial assistance to be awarded. The council shall award a revolving loan to an applicant for a planning project, unless the council determines that the applicant lacks the fiscal capacity to carry out the project without a grant. The council may establish criteria that would allow the applicant to illustrate an ongoing commitment of financial

resources to ensure the completion of the proposed plan or project.

(3) Provide for payments of interest on loans made pursuant to this article. The rate of interest shall not exceed the rate earned by the Pooled Money Investment Board.

(4) Provide for the time period for repaying a loan made pursuant to this article.

(5) Provide for the recovery of funds from an applicant that fails to complete the project for which financial assistance was awarded. The council shall direct the Controller to recover funds by any available means.

(6) Provide technical assistance for application preparation.

(7) Designate a state agency or department to administer technical and financial assistance programs for the disbursing of grants and loans to support the planning and development of sustainable communities, pursuant to Sections 75127, 75128, and 75129.

The Council's mission is to help make California's communities more sustainable through coordination of State agencies and partnering with stakeholders. 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

The following report showcases the significant work being done to implement the mandates and how each of the strategies is touched through the efforts of SGC's key projects.

III. A YEAR OF PROGRESS

A. AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

Overview

Senate Bill 857 (SB 857) passed the legislature on June 15th, 2014. The Governor signed the Bill five days later on June 20th and it was chaptered that day. SB 857 created the Affordable Housing and Sustainable Communities (AHSC) Program as part of a suite of programs funded through Greenhouse Gas Reduction Fund (GGRF) to invest in projects reducing greenhouse gas (GHG) emissions.

The Governor's Office instructed the SGC to begin at once to develop a program implementing this mandate. Special emphasis was given to get this program operational immediately and to work with dispatch to award these funds in the 1014-2015 fiscal year and to see projects under construction immediately following awards. At the July 10, 2014 SGC meeting, the Council directed the Department of Housing and Community Development (HCD) to implement the Affordable Housing and Sustainable Communities program, in coordination with SGC, and teams of member agency staff. The Council also directed the California Department of Conservation (DOC), in coordination with the California Natural Resources Agency, to implement the Sustainable Agricultural Lands Conservation Program (SALCP), a component of the AHSC Program created by SB 857.

The Budget Act of 2014 appropriated \$130,000,000 to the Strategic Growth Council for the implementation of the AHSC and SALCP. These funds were allocated as follows:

Budget Act Appropriation to the Governor's Office of Planning and Research	
Affordable Housing & Sustainable Communities (AHSC) (Item 0650-101-3228)	\$129,201,000
AHSC State Operations (Item 0650-001-3228)	\$799,000
TOTAL FY 2014-15 Funding	\$130,000,000
Affordable Housing & Sustainable Communities Program	\$129,201,000
Less: SALCP Local Assistance	\$5,000,000
Less: SALCP Implementation (DOC)	\$250,000
Less: AHSC Implementation (HCD)	\$1,984,540
Total AHSC Funds for Local Assistance	\$121,955,460

The AHSC Program provides competitive local assistance grants and loans to projects that will achieve GHG reductions and benefit Disadvantaged Communities through increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation resulting in fewer passenger vehicle miles travelled (VMT). Projects will reduce GHGs through shortened or reduced

passenger vehicle trip lengths, or result in transportation mode shifts from passenger vehicles to transit, bicycling, or walking modes. These projects ultimately encourage more compact, infill development and active transportation and transit usage; protect agricultural land from sprawl development; and support a variety of public policy objectives, as required by AHSC's enabling statute, including:

- Reducing air pollution;
- Improving conditions in disadvantaged communities;
- Supporting or improving public health and other co-benefits;
- Improving connectivity and accessibility to jobs, housing, and services;
- Increasing options for mobility, including the implementation of the Active Transportation Program, as defined;
- Increasing transit ridership;
- Preserving and developing affordable housing for lower income households, as defined; and
- Protecting agricultural lands to support infill development

Projects were required to compete for awards based on the accumulation of point scores reflecting the primary GHG reduction goals and the many other societal benefits sought from the program. In all 147 applicants seeking \$760 million filed an abbreviated "Concept Application." In order to insure that the priority to see projects under construction was achieved projects were required to have all required approvals, final environmental clearance, complete funding save that being requested from the SGC. 104 applicant projects met these strict criteria. These 104 projects seeking \$565 million were declared "eligible." Applications for this type of capital construction are complicated and costly to produce and likewise labor intensive to evaluate. The SGC, in these programs guidelines, reserved the right to employ a screening method to further reduce the final pool if applications exceeded 200% of available funds. They certainly did. The best scalable variable that was a predictor of final scoring was the amount of leverage a project had. This would correlate with the key metric, GHG reduction per State dollar invested. This method was employed and the 55 applicants with the highest leverage were invited to compete. Leverage across these projects averaged almost 600% promising \$6 additional dollars for each state dollar invested. On April 15th we received 53 applications requesting \$313 million. Careful review consisted of experienced interagency teams whose work was quality controlled by a senior panel. Scores were shared with applicants for discussion of any perceived discrepancies in judgment. On June 20th the SGC staff posted their recommendations for \$121.95 million, the total amount available at the time of awards.

Progress in the Past Year

On June 30, 2015, the Council approved 121,955,460.00 in Greenhouse Gas Reduction Funds for 28 projects. These projects will reduce GHG emissions in California by 723,286 metric tons during their operational life. This is the same as taking 140,000 cars off the road for 1 year. That is a savings of 81 million gallons of gasoline. Projects will also build 2,003 units of affordable housing in 21 cities spread across 19 counties. \$92 million of these proceeds will benefit disadvantaged communities. Projects varied widely in type, scale and geography demonstrating that there are appropriate ways for all areas and communities in California to participate in the State's climate plan. Please see *Appendix A*: for a complete list of funded and unfunded AHSC projects. Click, [project summaries](#) and for more detailed information about the greenhouse gas reduction quantification, see the [AHSC Presentation](#) presented for the Council on June 30, 2015.

Technical Assistance and Outreach

Accompanying legislation, SB 862, states “to the extent feasible, the council shall coordinate outreach to promote access and program participation in disadvantaged communities.” To achieve this goal, AHSC Program staff conducted extensive local public outreach that far exceeded the requirement stated in SB 862 for two public workshops to be held in advance of guideline adoption.

Before the adoption of the AHSC Guidelines in January 2015, staff conducted two rounds of guideline development workshops throughout the state. After adoption of the AHSC guidelines, staff held six all-day workshops in San Diego, Los Angeles, Bakersfield, Stockton, Sacramento and Oakland on how to submit a Concept Proposal for AHSC funds. Workshops contained general assemblies and one-on-one meetings with potential applicants, with priority given to applicants proposing projects to benefit Disadvantaged Communities. In total, staff reached 1,450 stakeholders via public workshops and one-on-one meetings on the AHSC program.

One hundred and forty seven Concept Proposals were submitted and reviewed, with 56 applicants invited to submit a Full Application. Staff conducted another round of one-on-one outreach with invited applicants in Los Angeles, Oakland and Sacramento. These meetings were made available to all invited applicants, and staff held as estimated additional 40 meetings with applicants one to one.

B. SUSTAINABLE AGRICULTURAL LANDS CONSERVATION PROGRAM

Overview:

The Sustainable Agricultural Lands Conservation (SALC) Program supports the long-term protection of California’s agricultural lands via investments in strategic planning by cities and counties, and in agricultural conservation easements. The Program reduces greenhouse gas (GHG) emissions by protecting farm and rangelands most at risk to conversion to non-agricultural uses, thereby avoiding increases in GHG emissions that would be attributed to a more intensive development of the land. Additionally, protecting farmland from conversion reduces California climate risk by helping to ensure food security, providing habitat and corridors for wildlife, and helping with flood mitigation and groundwater recharge.

The SALC Program is administered by the California Department of Conservation and the California Natural Resources Agency, on behalf of the Strategic Growth Council. Of the \$130 million appropriated from the Greenhouse Gas Reduction Fund to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program in fiscal year 2014-15, \$5 million was apportioned to the SALC Program for agricultural land protection projects, pursuant to SB 862.

Progress in the Past Year:

Fiscal year 2014-15 began with the development of the SALC Program and ends with a recommendation to award \$4.6 million to twelve projects that will protect agricultural lands, while supporting greenhouse gas emission reductions and related co-benefits.

At its July 10, 2014 meeting, the Council approved the California Natural Resources Agency (CNRA) and the Department of Conservation (DOC) to implement a program to protect agricultural lands. CNRA and DOC staff began a series of conversations with key stakeholders to develop a program concept, which became known as the Sustainable Agricultural Lands Conservation (SALC) Program. Throughout the fall 2014, CNRA and DOC staff developed draft programmatic guidelines and held public workshops in

Oroville, Bakersfield, and Watsonville, and to solicit input on the guidelines. At its January 20, 2015 meeting the Council approved the SALC guidelines, which established the goals and objectives for the programs, and set threshold and competitive criteria under which project are reviewed and recommended for award. During the spring 2015 the solicitation period was underway. Applications received were reviewed by a multi-agency technical committee, resulting in recommendations for award to be considered by the Council. Concurrently with managing the guideline development and solicitation processes, CNRA and DOC staff worked with the Air Resources Board to develop the quantification methodology that will be used to measure GHG reductions for the agricultural conservation easement grant awards.

At the Strategic Growth Council's, June 30, 2015 meeting the Council awarded \$4.6 million dollars in awards for easements and strategy grants. For a full listing of all funded and unfunded projects as well as maps and project summaries please see *Attachment 1* or [click here](#) for more materials.

Technical Assistance and Outreach

In addition to holding public workshops to solicit input on the development of SALC programmatic guidelines, the Department of Conservation and the California Natural Resources Agency staff provide technical assistance as needed to applicants and stakeholders interested in the Program.

C. STABILITY IN STATE INFRASTRUCTURE SPENDING (5 YEAR INFRASTRUCTURE PLAN)

Overview

The 2015 California Five-Year Infrastructure Plan proposes to invest \$57 billion in state funds on capital infrastructure projects 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 Plan¹. Further, legislation establishing the Council mandates that it identify and review its member agencies' funding programs that may be coordinated to achieve sustainability objectives.

Progress in the Past Year

On April 29, 2015 Governor Brown signed Executive Order B-15-30 directing state agencies to concentrate efforts on continuing to develop and implement greenhouse gas emissions reduction programs featuring an additional mid-term target for the state's greenhouse gas emission reductions – 40% below 1990 levels by 2030 – and to construct principles, priorities, strategies, approaches, research, projects and programs that consider and adapt to the impacts of a changing climate when making planning and investment decisions. Among the order's ten directives, agencies are instructed to account for current and future climate change impacts in every infrastructure project included in the Five-Year Infrastructure Plan.

In 2014, the Strategic Growth Council created an Infrastructure Working Group that has been tasked by the Governor's Office to co-write the Five-Year Infrastructure Plan, conveying how each agency is operationalizing this order internally and among its departments and subdivisions. The working group

¹ [PRC Division 43. Chapter 13. §75125](#)

coordinated with the Governor's Office of Planning and Research and the Natural Resources Agency to combine our efforts to engage state agencies, thereby working simultaneously on three of the order's directives:

1. Ensure that the state's climate adaptation strategies, defined in the Safeguarding California Plan, are fully implemented.
2. Take into account current and future climate change impacts associated with all infrastructure projects state's Five-Year Infrastructure Plan.
3. Establish a technical, advisory group to help state agencies incorporate climate change impacts into planning and investment decisions.

In addition to the 2016 Five-Year Infrastructure Plan, SGC's Infrastructure Working Group continues to track and examine the innovative practices and processes that federal, state, and local governments have adopted to incorporate sustainability as an objective in their infrastructure plans and investments.

D. INTEGRATED REGIONAL CONSERVATION AND DEVELOPMENT PROGRAM

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. 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 this more comprehensive planning approach was meant to 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. The objective of this advance mitigation approach is to streamline the project approval process, increase certainty to cost estimates, and take advantage of important conservation opportunities.

The RAMP Working Group that was formed in 2008 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.

SGC and the High-Speed Rail Authority (HSRA) created a partnership in 2013 to advance the RAMP framework as 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.

Progress in the Past Year

Dr. Dennis Grossman began work as the new SGC Senior Advisor for Environmental Science and Policy in April 2014. He began by clarifying the objectives for RAMP, which underscored the broad need for a roadmap of regional conservation priorities across the State to guide all development activities and identify strategic conservation action. The availability of these regional conservation assessments will

result in the avoidance and minimization of environmental impacts, ensure mitigation resources from unavoidable impacts will be directed to the highest conservation needs, and should streamline the implementation of priority infrastructure development projects.

The Strategic Growth Council passed a resolution on October 6, 2014 endorsing this Integrated Regional Planning approach we should advance across all state agencies. On October 29, 2014 the CA Biodiversity Council passed a partner resolution to align their member agencies to complete the regional conservation assessment component of this approach.

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

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

The SGC contracted for the vegetation mapping in high priority areas within the proposed corridor of the California High Speed Rail over Tehachapi Pass at the southern end of the Sierra Nevada Mountains in Kern County. This map is critical for protecting natural resources in the HSR corridor by allowing for informed planning to avoid these resources when developing land use and transportation plans, general plans and large-scale projects. This project was successfully completed by the Chico State University Research Foundation and is now available to assist all agencies and organizations in the planning of sustainable communities and the development of transportation and regional plans which meet the goals of AB 32 and SB375.

E. COMMUNITY PLANNING FOR HIGH-SPEED RAIL

Overview

The California High-Speed Rail (HSR) Program presents an unprecedented opportunity to catalyze more sustainable community development by expanding economic markets, spurring new investment in city centers where HSR stations are planned, and providing a framework for more fiscally- and environmentally-sustainable future growth.

Achieving these ends requires innovation commensurate with the new paradigm that HSR presents, from unprecedented coordination across public and private sectors and all levels of government to novel approaches to development and land use planning across the many diverse communities that HSR will affect.

For instance, new tools and resources are needed to support infill development in priority locations such as future HSR station areas. In many communities, infill development in existing city centers where HSR stations are planned is handicapped by persistent financing gaps that prevent many development projects from ever getting off the ground. (The SGC-funded report titled "[California Infill Finance Options Analysis](#)," released in 2014, provides detailed description of these hurdles.) Although HSR will likely help to boost the investment potential of these areas, national and international precedents suggest that this alone will not be enough to catalyze full redevelopment of HSR station communities. Novel approaches – such as those suggested in the SGC report – are necessary to boost the viability of infill development in HSR station areas and beyond.

Additionally, future station communities – and many where no station is planned – require assistance in aligning land use plans, public and private investments in order to maximize local and regional connectivity to stations, facilitate development around stations, and leverage infrastructure improvements to achieve community benefits. Similarly, local and regional economic institutions need to be engaged so they can plan for and leverage the potential benefits of increased visibility, accessibility, and connectivity that HSR proffers.

At the same time, State policy and investment priorities must respond nimbly and creatively and align in order to leverage the State's investment in HSR to achieve both local objectives and State priorities, from greenhouse gas reduction to economic resilience to public health and affordable housing.

For these reasons and more, the State must ensure that effective partnerships, tools, and resources are available to leverage HSR for maximal sustainable land use outcomes.

Progress in the Past Year

Suzanne Hague is SGC's Senior Advisor for Community Development and Planning. Funded by the California High-Speed Rail Authority (CHSRA), Suzanne coordinates and facilitates State efforts to maximize the community development potential of HSR, in partnership with a range of public and private stakeholders.

Support for Infill Development and Sustainable Land Use Planning. Suzanne is coordinating across State agencies and with several public- and private-sector experts to propose and develop cost-effective, resource-efficient strategies that promote infill development and support sustainable land use planning around the future HSR corridor and beyond. Suzanne works closely with local project proponents (see below) to understand what works and what is needed to foster healthy development "ecosystems" in which infill developments thrive; to provide direct technical support; and to identify and align existing resources for projects in HSR station areas (e.g. facilitating technical assistance from the state Department of Housing and Community Development) to support potential high-priority development projects.

Anchor Institution Engagement. Anchor institutions are institutions in sectors such as health care and higher education that are typically "anchored" in their respective communities and are often major civic and economic forces in the regions they serve. Suzanne is leading a coordinated effort with the CHSRA

to engage anchor institutions in understanding and planning for the potential benefits that HSR can provide to their respective lines of business. For instance, HSR stations can become major civic and transportation hubs, allowing anchor institutions with a presence in station areas to increase their accessibility and visibility with both local and state-wide audiences. Additionally, regional and state-wide programmatic synergies across economic sector and institutions will become possible with increased access due to HSR.

Suzanne secured research assistance from the US Environmental Protection Agency, the Office of Planning and Research, and CHSRA to create a geocoded database of all major health care and educational institutions in the state and analyze their accessibility (by both car and transit) to planned HSR stations. Suzanne is working on a white paper that draws from this analysis as well as research in national best practices in anchor institution partnership to identify potential benefits of HSR for anchor institutions (and other businesses) and steps to implementing those.

INFILL FINANCING: Technical Assistance and Outreach for the High-Speed Rail Authority

Suzanne Hague is providing technical assistance to several communities in evaluating and planning for the opportunities that HSR presents. These include:

- **Fresno**: Downtown Fresno will be the site of the first built HSR station in California. Suzanne has assisted the City and its partners in evaluating and financing development projects within the future HSR station area. Suzanne has provided detailed analysis of development finance schemes and facilitated partnerships with State agencies and private development experts to support priority projects. This work also provides apt case studies for development potential in HSR station communities, and is informing Suzanne's leadership in aligning existing State resources and developing new tools for infill and station area development (see above).
- **Wasco**: The future HSR alignment runs through the City of Wasco. While there is no planned HSR station in Wasco, Suzanne is assisting the city in planning for the relocation of 199 farmworkers and their families from a dilapidated housing project in an industrial area to a newly-constructed site in a more suitable location. To support this work, Suzanne applied for and was awarded a technical assistance grant from the national Sustainable Cities Design Academy. As a result, she and three members of the project team from the City of Wasco will travel to Washington, DC to participate in an intensive three-day, expenses-paid workshop with national sustainability experts to improve the future Wasco farmworker housing project's design. Suzanne has also facilitated engagement of the State Department of Housing and Community Development, the Office of Planning and Research, the State Transportation Agency, and a nongovernmental organization to support the farmworker housing project and related community improvements. This work is being used as a case study to inform State agency policy and program priorities on sustainable communities for small and rural communities.
- **Gilroy**: Suzanne is in the early stages of collaborating with partners from several federal agencies to provide technical assistance to the City of Gilroy in leveraging the future Gilroy HSR station to revitalize the city's downtown.

Suzanne Hague is collaborating closely with CHSRA to help develop the Authority's strategy for working with local communities on station area planning. Suzanne lends expertise to the CHSRA team in the areas of real estate development and finance, local and federal government, funding resources for local communities, and stakeholder engagement. She is coordinating activities with the State transportation and housing agencies and other stakeholders to support HSR station area planning.

F. HEALTH IN ALL POLICIES TASK FORCE

Overview

Health in All Policies is a cutting-edge collaborative approach to shaping effective decision-making for the promotion of sustainability and health equity. The California Health in All Policies (HiAP) Task Force was charged by Executive Order S-04-10 to identify priority programs, policies, and strategies to improve the health of Californians while also advancing the goals of the Strategic Growth Council (SGC).

The Health in All Policies approach recognizes that nearly all policy fields have an impact on health and relationships between health, equity, and environmental sustainability are complex and interdependent. Because public health and health care institutions do not have authority over many of the policy and program areas that impact health, solutions to these complex and urgent problems require working collaboratively across many sectors to address the social determinants of health, such as transportation, housing, or economic policy. Key elements of a Health in All Policies approach include collaboration across multiple sectors, promoting policy decisions that benefit multiple partners, engaging stakeholders, and creating structural and process change across sectors to embed health, equity, and sustainability considerations into decision-making on an ongoing basis.

The California HiAP Task Force membership includes representatives from 22 State agencies, departments, and offices, as well as many staff within those organizations who contribute time to participate in working groups and ongoing projects. The Task Force is facilitated and staffed by a partnership between the California Department of Public Health (CDPH) and the Public Health Institute (PHI), with funding from multiple sources. The Task Force staff team is housed within the CDPH Office of Health Equity, which is charged to work collaboratively with the Task Force to prevent injury and illness through improved social and environmental factors that promote health and mental health. The HiAP approach uses cross-sector collaboration as a tool to formalize ways to systematically incorporate a health, equity, and sustainability lens across the entire government apparatus.

In order to promote health, equity, and environmental sustainability, the Task Force:

- Reviews existing state efforts and best/promising practices used by other jurisdictions and agencies;
- Identifies barriers to and opportunities for interagency/inter-sector collaboration;
- solicits input from stakeholders; and
- Develops and implements multi-agency actions to improve the health of Californians.

The Task Force's initial recommendations and action plans were endorsed by the SGC between 2010 and 2012. As new windows of opportunity emerge, staff and Task Force members gather ideas and develop new recommendations and action plans, pending available resources and alignment with Task Force priorities.

Progress in the Past Year

This has been a tremendous year of growth for the HiAP Task Force as member agencies move from conceptualizing health and equity to systematically embedding these principles into state processes. Many of the actions outlined in the original eight SGC endorsed action plans have been completed,

presenting opportunities to renew and deepen Task Force member commitments with innovative objectives and action steps that reflect current priorities.

Following are key highlights of the Task Force:

Active Transportation:

- On October 6th, 2014 the SGC unanimously endorsed the HiAP Task Force's 2014-2016 Action Plan to promote safe and accessible Active Transportation throughout California. This Action Plan was created over a nine-month period through an intensive exploratory and consensus-building process between more than 20 state agencies, departments, and offices, which included engagement of a wide variety of stakeholders including Metropolitan Planning Agencies, local health departments, and active transportation subject matter experts. The plan represents the Task Force's renewed commitment to increasing opportunities for safe and accessible active transportation (e.g., walking, biking, rolling, or public transportation), and aligns with State priorities to promote health and equity and reduce greenhouse gas emissions. An accompanying Action Report shared tangible outcomes achieved through the 2012 Action Plan to "Support Active Transportation through SB 375 and Complete Streets Implementation." See the 2014-2016 action plans here: http://sgc.ca.gov/docs/Active_Transportation_Action_Plan_9-26-14.pdf and the 2012-2014 action report here: http://sgc.ca.gov/docs/Active_Transportation_Action_Report_9-26-14.pdf.
- The California Transportation Agency, the California Department of Transportation (Caltrans), and the California Transportation Commission are partnering with CDPH and other Task Force members to integrate health and equity criteria into the 2015 Active Transportation Program grants. Staff from Caltrans and the California Transportation Commission presented lessons learned and opportunities for improvement in integrating health and equity criteria into non-traditional public health grant programs to the Task Force.
- The Government Operations Agency and Task Force staff worked with graduate student researchers from the Goldman School of Public Policy at UC Berkeley to develop recommendations for ways that the State can increase walking, biking, and transit use by state employees and visitors to state building. The students interviewed state officials, analyzed data, and evaluated a variety of alternatives to inform a set of recommendations. On May 14th the graduate students presented their findings and recommendations to a group of Task Force members and colleagues including representatives from the Government Operations Agency, Department of General Services, California Public Employees' Retirement System (CalPERS), Department of Transportation, CDPH, SGC, and Sacramento Area Council of Governments. Participants received the recommendations with enthusiasm and have requested follow-up meetings to explore ways to implement the recommendations.

Healthy Food:

- The Task Force convened a multi-agency Food Procurement Working Group, implemented a successful community-supported agriculture (CSA) pilot program on state property, and strengthened a partnership with the Department of General Services and the Department of Corrections and Rehabilitation as they integrate nutrition criteria into food purchasing contracts. This will improve the nutritional content of food provided to over 100,000

inmates and will also create opportunities for other agencies to purchase healthier foods through state contracts.

- Task Force members are creating a Farm to Fork action report to report out on progress and explore opportunities for further work in the area of healthy food and health.

Healthy Housing and Indoor Spaces:

- The Department of Housing and Community Development facilitates the HiAP Task Force's multi-agency Housing Siting and Air Quality Workgroup that identifies resources and explores research needs to support local communities in harmonizing goals related to housing, air quality, location efficiency, transit-oriented development, and public health.
- Task Force members are creating a Housing Siting and Air Quality action report to report out on progress and explore opportunities for further work in the area of housing and health.
- Several Task Force representatives participated in the SGC's Affordable Housing and Sustainable Communities Program Working Group and Steering Committee, and brought their expertise in HiAP, public health, and co-benefits to the development of program guidelines and processes. Task Force members and HiAP staff also served as grant reviewers.

Parks, Urban Greening, and Places to be Active:

- The Task Force supported the Department of Forestry and Fire Protection to conduct an urban forest inventory and assessment pilot project in the city of San Jose that can be used to develop and demonstrate a feasible approach for mapping the state's urban forests and quantifying the value of ecosystem services they provide.
- Task Force members finalized a Community Greening and Parks action report to document progress. This will be presented to the SGC in summer 2015.

Integration of Health and Equity into Public Policy:

- The Governor's Office of Planning and Research is engaging health partners including the HiAP Task Force as they revise California's General Plan Guidelines, with a particular focus on health, equity, and environmental sustainability.
- The HiAP Task Force Land Use, Schools, and Health Working Group brings together representatives from the California Department of Education, the Governor's Office of Planning and Research, the SGC, the Department of General Services, Caltrans, and CDPH. This group meets quarterly to explore the linkages between health, sustainability, and school infrastructure and to promote these goals through the State's General Plan Guidelines, K-12 school siting guidance, and school facilities' construction and rehabilitation channels.
- HiAP staff partnered with the Sequoia Foundation and CDPH to provide training on Health Impact Assessment (HIA) to the HiAP Task Force.

Neighborhood Safety:

Violence Prevention has frequently been identified as a priority opportunity for cross-sector involvement by the HiAP Task Force based on stakeholder input and because of its link to nearly every policy area the Task Force addresses.

- HiAP staff and Task Force members have convened over 20 meetings with government and non-government experts and stakeholders as they explore cross-agency priorities and

- opportunities for Task Force action in the area of Community Safety through Violence Prevention. These meetings included an input session from the statewide Office of Health Equity Advisory Committee. Staff are in the process of facilitating conversations with Task Force members, synthesizing information, compiling recommendations, and engaging in preliminary consensus building discussions to inform the development of a new action plan.
- The Task Force is working with the Local Government Commission and other partners to finalize a report on the opportunities for local communities to use design elements (known as Crime Prevention through Environmental Design) to promote community safety while also building healthy, livable communities.
 - Healthy Housing and Indoor Spaces
 - Parks, Urban Greening, and Places to be Active
 - Healthy Food
 - Provide regular written updates and at least one presentation to the SGC
 - Facilitate at least one HiAP Learning Academy event

G. URBAN DESIGN

The SGC's founding 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 Urban Footprint 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

Urban Footprint is a next-generation data and scenario planning tool designed to facilitate a more informed land use planning decision making process. The tool's framework allows users to organize, automate and streamline existing data, plans, and future scenarios in order to:

- develop a set of baseline data,
- assess and define developable lands
- translate existing plans and scenarios,
- create new scenarios, and
- analyze and compare how different scenarios perform according to a range of metrics.

By assigning place types and building types, this tool assists in demonstrating how combinations of scenario priorities and policy components fit together to advance the state's greenhouse gas reduction goals while supporting community goals and objectives.

Notably, Urban Footprint is able to measure the fiscal, environmental, transportation, public health, and community impacts of future growth scenarios.

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 2014, the Sacramento Area Council of Governments continued to manage work on a SGC funded project to develop a Physical Activity Public Health module for use in developing growth scenarios for the 2015 Regional Transportation Plan. Over the past eighteen months, the project's Technical Advisory Committee (TAC) and Policy Advisory Committee (PAC) have met on four separate occasions to review the module's progress and make recommendations for improvement. These committees include staff from SGC member agencies and departments, as well as individuals representing 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

These discussions led to pilot projects that applied the physical activities health module to specific sub-areas in the Sacramento metropolitan region and in the Southern California metropolitan region. Results from the module's applications are currently being analyzed and will be shared with health professionals and other stakeholders to determine how the module can provide data to inform the development of future growth scenarios that will be used to create Metropolitan Planning Organizations' Sustainable Communities Strategies.

H. PROPOSITION 84 FUNDING

All of the Proposition 84² funding that the Legislature appropriated to the Strategic Growth Council for awarding funding associated with chapter nine of the statute³ that advances "Sustainable Communities and Climate Change Reduction" has been awarded. Specifically, the Council awarded \$144 million in funding that supported more than 260 proposals submitted through the Urban Greening Program, The Regional Modeling Incentive Award Program, and the Sustainable Communities Planning Grants and Incentives Program.

URBAN GREENING GRANTS FOR SUSTAINABLE COMMUNITIES

Overview

The Urban Greening Grant Program provided funds for greater intensity land uses located within California's urban areas to preserve, enhance, or establish community green areas such as urban forests, open spaces, wetlands and community spaces. This program awarded \$63 million to 128 urban greening

² The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006. CA PRC, Division 43, §75001- 75104.

³ CA PRC, Division 43, Chapter 9. Sustainable Communities and Climate Change Reduction, §75065 – 75066.

projects or plans proposed by cities, counties, nonprofit organizations, or special districts; investing 25 percent of the allocated funds into efforts that benefited disadvantaged communities.

The multiple benefits of these urban greening investments include energy savings, air quality improvement, water conservation, storm water control, improved public health outcomes, and increased property values resulting in the Council's charge to create more sustainable communities throughout California. A complete list of the Urban Greening Grant Program awards recipients comprising all three award cycles is available online at the Council's [Urban Greening Grant Program Page](#).

Program Status and Remaining Balances

As mentioned, all of the Proposition 84 (2006) funding for this program was awarded through three funding cycles (2010, 2012, and 2014). The program continues to be administered by the Natural Resources Agency on behalf of the Strategic Growth Council. All projects and planning efforts funded by the Urban Greening Grant Program will be completed with final deliverables submitted by June 30, 2017.

Program staff continues to work with grantees to maintain forward progress and provide resources on responsible planting and watering as California faces another year of severe drought and is in a state of emergency. Projects are in varying stages ranging from planning and design to finalizing agreements for site control to construction and completion. To date, 20 projects have been completed.

Round 1 grants awarded in 2010 have been completed with final deliverables submitted to CNRA. The second round of awards (announced in 2012) are well on their way to successful implementation with projects expected to be completed by December 2015. The final round of projects and plans were awarded on June 3, 2014. All of these awards are in agreement with efforts in progress. These projects are expected to be completed by June 30, 2017.

Grant Funds

Amount allocated for grant awards	\$	63,050,000
Total allocations	\$	63,050,000
Amount expended to date	\$	13,500,000
Amount remaining for award (allocated - awarded)	\$	0

SUSTAINABLE COMMUNITIES PLANNING GRANTS & INCENTIVES PROGRAM

Overview

Senate Bill 732 (2008) created the Sustainable Communities Planning Grants program, with grant funding for the program allocated through Chapter 9 appropriations of Proposition 84. This program was designed to fund the efforts of local governments and regional agencies interested in developing and implementing plans that reduce greenhouse gas emissions and achieve other sustainability objectives. The program included a provision that prioritized up to 25 percent of available funds for projects aimed at serving the state's most disadvantaged communities.

The Council has awarded 126 grants in excess of \$66 million for local and regional projects through this program, resulting in a plethora of plans and activities including targeted general plan updates, climate action plans, specific plans, infill plans, zoning ordinances, infrastructure planning, and Sustainable Communities Strategies. The final round of funding provided the Council with an opportunity to award funds to proposals that demonstrate how multi-jurisdictional collaborations successfully focus on global

warming issues while preserving local and regional priorities. Examples of these projects include efforts to decarbonize transportation in the Silicon Valley; develop a Community Choice Aggregation Joint Powers Authority agency for Monterey's central coastal region, and; create a sustainable energy roadmap for the San Joaquin Valley. For the complete list of the three rounds of awarded Sustainable Communities Planning Grants, visit the Strategic Growth Council's website page on the [Sustainable Communities Planning Grants and Incentives Program](#).

Program Status and Remaining Balances

SGC awarded all funds allocated to this grant program through the same three funding cycles (2010, 2012, and 2014) used for the Urban Greening Grant Program. Program administration continues to be managed by the Department of Conservation on behalf of the Strategic Growth Council. The Department anticipates that all projects and planning efforts funded through this program will be completed with final deliverables submitted by June 30, 2015.

Projects awarded during the first round of funding have been completed with all final project deliverables submitted to the Department of Conservation in April, 2015. Recipients of the round two awards, selected in 2012, are working towards completion of their work programs. The expected completion date for round 2 projects is in June of 2016. The final round of this program, which awarded funding to proposed projects in June 2014, have executed grant agreements in place with the Department of Conservation. As mentioned earlier, this final round of projects is expected to be completed by June 30, 2018.

Grant Funds

Amount allocated for grants	\$ 66,407,000
Amount awarded (combined Rounds 1 & 2)	\$ 66,407,000
Amount invoiced to date	\$ 29,841,313
Amount remaining for award (allocated - awarded)	\$ 0

Modeling Incentives Program

In addition to funding the development and implementation of sustainable plans, in October 2009 the Council made \$11.2 million available for data gathering and model development necessary to comply with SB 375 (2008). The Strategic Growth Council designated two funding objectives.

Objective 1, administered by Caltrans, focused on MPO modeling and SB 375 implementation. The Council awarded \$7.5 million to fund the modeling efforts of seven Metropolitan Planning Organizations and three regional transportation agencies. Objective 2, administered through the Natural Resources Agency, provided \$3.8 million to support statewide model development and data collection. These funds advanced the state's 2010 statewide travel survey, which estimates, models and forecast travel throughout the state needed to develop regional trip activities and inter-regional long-distance trips used for the statewide model and regional travel model, and; Vision California, providing new scenario and analysis tools to explore the role of land use and transportation investments to meet environmental, fiscal, and public health challenges facing California over the coming decades by comparing physical growth alternatives critical to models that support state, regional, and local planning processes.

The objective of all of the Model Incentive Awards projects was to allow MPOs to develop the additional modeling capacity needed to effectively meet the ARB regional greenhouse gas emission reduction targets for passenger vehicles and light trucks required by SB 375. This capacity also allows MPOs to

compile and disseminate data and information that informs policy decisions regarding improving air and water quality, protecting natural resources and agricultural lands, increasing the availability of affordable housing, improving the transportation system, promoting public health and assisting state and local entities in the planning of sustainable communities and meeting AB 32 and SB 375 goals. All modeling projects were completed and final deliverables submitted by June 2012. For more information visit the Strategic Growth Council's website on the [Model Incentive Award Program](#).

Grant Funds

Amount allocated for MPO modeling	\$	7,452,000
Amount allocated Statewide model development	\$	3,800,000
Total allocation	\$	11,252,000
Amount invoiced to date	\$	11,252,000
Amount remaining for award (allocated - awarded)	\$	0

In 2010 the Council allocated 3.5 percent, equaling \$4.3 million dollars, of the Sustainable Communities Planning Grant and Incentive Program appropriation to fund planning and monitoring efforts (as defined in Chapter 10 of the statute) that support the successful design, selection, and implementation of the grant projects. Planning and monitoring projects have been developed funds provide a number of elements data and outreach to assist potential applicants and grantees meet the goals of the grant program and support current grantees to move completed plans to implementation. The Council expended these funds on planning and monitoring activities aimed at sponsoring projects that would support outreach to grantees, state agencies and departments, and local governments and regional agencies involved in advancing regional and local sustainability efforts; and the immediate and longer-term data and information needs of evolving regional and local sustainability efforts. In October, the Council appropriated the remaining funding for that planning and monitoring activities be used to support grantees by conducting projects to address:

- Web-based technology support
- Fiscal impact analysis
- Identification and dissemination of best practices
- Supporting methodology to quantify greenhouse gas emissions reductions
- Technical assistance for infill development
- Coordination of state and regional efforts to advance the goals in SB 375

The following projects have been funded through the Proposition 84 Planning and Monitoring appropriation:

Data Contract	Description
Parcel Data and Protocol Contract	Provides several products that work together to comprehensively represent and provide public access to parcel data. Continuing funds support the development of products that will expand or amend current processes to meet new public policy and planning needs. The key products of this contract include: two years of parcel boundary and attribute data; Parcel Extract/ Translate/Load (ETL) software; Standardized Land Use Coding System for California parcel data, and; Protocols for future parcel data acquisition, processing, and delivery.
Vegetation/Habitat Mapping	Completed a map of the natural vegetation of the East Sacramento Valley covering previously unmapped portions of Butte, Yuba, Sutter, Placer and Sacramento Counties that facilitate regional planning, conservation, and restoration planning. The vegetation map was validated employing an accuracy assessment effort with field verification conducted by the California Department of Fish and Wildlife Vegetation Classification and Mapping Program (VegCAMP) staff. This analysis helps the map users determine how much confidence can be assigned to each of the map units, and provides an understanding of the map's appropriateness for various applications.
California Protected Areas Database (CPAD) and Protocols	A spatial inventory of all parks and other protected open space owned in fee in the state. A parallel database, the California Conservation Easement Database (CCED), tracks open space lands held under conservation easement. Together these two data sets cover over 50 million acres. CPAD and CCED are now the authoritative statewide GIS datasets for all of California's protected lands (fee and easement). CPAD is estimated to now include more than 99 percent of all protected lands by acreage, is the most detailed and extensive data set of its type in the U.S., and is available through the GeoPortal.
Healthy Community Data and Indicators	This two-year collaboration of the California Department of Public Health (CDPH) and the University of California, San Francisco (UCSF) created and disseminates indicators linked to the Healthy Communities Framework through the Health in All Policies Task Force. A standardized, core set of indicators define the facets of a healthy community. Technical documentation support local, county, regional, and state stakeholders to understand, interpret, and use indicators. Next steps include developing a multi-agency plan for centralized indicator data collection, analysis, and reporting and a website demonstration that stakeholders and CDPH can use to pilot test selected healthy community indicators.
Public Health, Urban Design and Transportation Data and Analysis	Convene a Technical Advisory Committee (TAC) of professional parties of interest to establish data standards, review existing tools and assess their compliance with data standards, and develop suggested algorithms for associating public health variables with land use scenarios; test TAC-recommended changes in the application of statewide health data and modified model methodology in a representative sketch model. Specifically, the TAC recommendations regarding data standards and methodologies would be applied to the UrbanFootprint Public Health module. Results of the applied recommendations would be brought back to the TAC for review.

Fine-Scale Vegetation Mapping	Complete development of vegetation maps delineating key environmental data including endangered plant and animal species and important habitat types in the Tehachapi Pass/Highway 58 area. Vegetation mapping will supplement planning and mitigation work underway associated with energy, transportation and other development projects that benefit grantees in the San Joaquin Valley and Los Angeles County and contribute to mitigation decisions associated with the route of the Bakersfield to Palmdale High Speed Rail segment as a part of a broad Regional Advanced Mitigation Program.
SGC Data Management	Supports a SGC data program manager to manage and oversee data projects ensuring that they contribute to the planning and monitoring necessary for the successful design, selection, and implementation of SGC grant program; to manage these projects through to completion. A student assistant may also be hired to support this effort. The student assistant will work under the direction of the data program manager and the SGC executive director.
GIS Data and Tools Collaborative	Manage a collaborative panel of intergovernmental volunteer experts organized to meet informally but regularly to assist with questions beyond the scope of an individual office or practitioner in data matters facing the Council and our grantees. Once established, the collaborative will serve a beneficial function by taking an agile approach to raising and resolving questions about things like the role of multi-spectral imagery, update cycles needed for multi-agency Greenprints data, locations of priority infill areas, or analytical features most needed on the data portal. Funds support costs to convene, manage, and report out the activities and recommendations under the auspices of the SGC and the California Department of Technology.
Sustainable Communities Learning Network	SGC supported the SCLN to identify best practices and case studies that have reshaped communities into more sustainable, healthy, and economically vibrant places; share information, templates, and resources for communities to adapt to meet their specific needs; and disseminate information and best practices to decision-makers and their staffs on sustainable community development.
Support for Greenhouse Gas Reduction Quantification	Provide SCPGIP grantees with guidance and assistance to develop, adopt and track GHG quantification using methodologies acceptable to the State and develop local capacity to reliably quantify GHG emissions reductions that can apply these quantification metrics when implementing and monitoring planning scenarios and projects. By providing GHG quantification capacity to existing grantees, grant projects will be able to see how these planning efforts advance the implementation of SCSs, and support jurisdictions pursuing additional funding to implement these planning efforts through the State's Greenhouse Gas Reduction Fund programs as well as other revenue sources available to implement infrastructure or development projects that advance sustainable communities and climate adaptation.
Technology Support for the Development and Implementation of SCPGIP Projects	Provides projects with data access, aggregation, management, analysis, presentation and reporting functions through a customized web-based information management technology addressing data requirements for the development, implementation and reporting of awarded projects. This "gateway" supports grantees' current planning efforts; documents project status and results, and fosters long-term project implementation. It allows access to spatial information that is relevant for conducting regional geographic analysis, information storage and management, showcasing results and best practices, and preparing future phases of project implementation -- ensuring that foundational data are being used to address complex issues and changing priorities in Greenprints, sustainability planning, energy planning, climate action, and other components of integrated regional planning.

Fiscal Impact Analysis and Infill Development Assistance	Assist grantees to better understand and use available methodologies, tools and resources for analyzing and communicating the projected fiscal outcomes of a proposed plan or project through methodologies, tools and resources for fiscal impact analysis of land use and development projects and guidance on the strengths and weaknesses of the various tools. Provide grantees with implementation strategies to catalyze infill development, particularly in economically-distressed communities where real estate market dynamics may pose challenges to financing and implementing infill projects through technical assistance with using infill development tools and best practices.
Identify and Disseminate SCPGIP Project Best Practices	Identifies and analyzes the activities initiated through SCPGIP projects to create planning processes, approaches, land use plans, and implemented policies that are transforming communities and creating long-term prosperity in order to understand and communicate the approaches available for developing goals and objectives, engaging stakeholders and the public, executing strategies for implementation, and producing metrics and performance measures that lead the success of these projects. Results from this analysis will be disseminated to inform and instruct other communities throughout the state about the strategies and best practices being used to achieve desired outcomes.
State Agency Support/Coordination of Metropolitan Planning Organizations' Activities on Sustainable Communities	Streamlines a set of priorities that MPOs and SGC agencies and departments can engage in around SCS implementation and constructive partnerships among regional agencies and stakeholder groups to spur advances in SCS planning and implementation. Convenes regular MPO/State Agency SB 375 Implementation Working Group meetings focused on approaches, information, support, funding mechanisms, tools and the metrics needed for success. Assists regions as they develop data, information, and modeling technologies and supports communities that are integrating SCS principles into local plans, and improve SCSs in the future.
Regional Progress Indicators	Developed a final set of recommended indicators to be used in a 2013 California Regional Progress Report resulting from a scoping and coordination process to identify key policy issues and metrics through coordination with major state planning efforts, major new state indicator projects, and regional indicator projects; identify new regional indicators and state of the art methodologies for tracking sustainability, and; completed an initial inventory of the indicators and performance measures applied in California MPOs Regional Transportation Plans (RTP)/Sustainable Communities Strategies (SCS).
2012-14 Strategic Plan	Completed the Council's first strategic planning process, resulting in the release of the Strategic Plan, a three-year plan encompassing the Council's eight far-reaching sustainability objectives consisting of four overarching strategies and 12 multi-faceted, multi-agency actions.
SCS Self-Assessment	Facilitated efforts to bring together the state's 18 MPOs to assess the first round of SCSs, and formulate a common understanding of what was learned, what needs to be improved and where the SCS process should be heading over the next few cycles.
Infill Finance	Conducts a quantitative assessment of modified, hybrid and new infill infrastructure funding and financing options, and will recommend actions to the SGC for improving state programs, policies and regulations resulting in better access to infill infrastructure funding and financing tools, particularly at the regional and local levels.
Funding Wizard	Supports the upgrades and continued hosting of Funding Wizard, a state-operated grants, incentives and rebate finding tool managed by the California Air Resources Board, by enhancing the features of its user interface, expanding the tool's categories to include SGC objectives, and provide funds to continue its operation through September 2015.

The remaining balance of Planning and Monitoring allocation is as follows:

<u>Planning and Monitoring Project Funds</u>	
Amount allocated	\$ 4,435,000
Amount encumbered	\$ 4,435,000
Amount invoiced to date	\$ 3,452,100
Amount remaining (allocated - encumbered)	\$ 0

I. OTHER COLLABORATIVE PROJECTS

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

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 2015-2016 year and beyond:

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

Looking Ahead (2015-2016)

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 in achieving 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 2015-2016 budget proposal.

The 2015-16 Budget proposed \$400 million to the SGC for the Affordable Housing and Sustainable Communities Program. With 40 catalytic projects funded as a result of 2014-15 funding, SGC is ready to examine year one of the program with stakeholders and develop an even stronger program in year two. To do this, SGC is planning a full outreach process to offer many opportunities for engagement on year two guidelines. The draft timeline for year two is below.

AHSC 2015-2016 PROPOSED SCHEDULE

July 14, 2015	Hold Sacramento "Lessons Learned" public workshop with Council Members present
July 20, 2015	Hold Los Angeles "Lessons Learned" public workshop with Council Members present
August 2015	Revise guidelines
September 2015	Release revised guidelines for public
October 2015	Hold public workshops throughout the state on guidelines
November 2015	Revise guidelines based on public comment
December 17, 2015	Hold Council Meeting to adopt 2015-16 Guidelines
January, 2015	Release NOFA and open Concept Proposal solicitation
January, 2015	Hold technical assistance workshops and Full Application posted
January, 2015	Concept Proposals due
Feb-March, 2016	Technical Assistance to applicants for full application
April, 2016	Full Application Deadline
April-June, 2016	Full application review
July, 2016	Funding recommendations posted
Mid-July 2016	Hold SGC Meeting to approve recommended awards

SUSTAINABLE AGRICULTURAL LANDS CONSERVATION PROGRAM***Looking Ahead (2015-2016)***

Following approval by the Council on the 2014-15 SALC award recommendations, the Department of Conservation and the California Natural Resources Agency staff will begin immediately to prepare for the fiscal year 2015-16 grant round. Direction on the next round will be influenced by Council priorities and the amount of funding available for the program in the next year.

The SALC Program staff will proceed with review of existing programmatic guidelines via a public process to consider revisions that may be needed, which will result in updated guidelines to come before the Council at a future date for approval. All program investment types will have clear quantifiable GHG reduction benefits. The SALC Program is currently focused to strategic planning and easement investments that protect agricultural lands. However, should an increase to Program funding occur, there will be an opportunity to explore bringing in the investment of on-farm management practices that reduce GHG and provide a wide variety of co-benefits. This program benefit could link directly to USDA Natural Resources Conservation Service practices standards and cost share programs.

5 YEAR INFRASTRUCTURE PLANNING***Looking Ahead (2015-2016)***

In collaboration with the California Research Bureau, the 2016 Plan will introduce an overarching definition of infrastructure for California and distinguish which subset of projects is covered in the Five-Year Plan. It will summarize the state's statutes, policies and guidance that support the state's goals to

reduce greenhouse gas emissions and prioritize resilient infrastructure investments that consider the impacts of climate and engage in vulnerability assessments.

The Plan will feature an expanded agency section conveying how each agency is operationalizing Executive Order B-30-15. These sections will explain how each agency is working with its departments to:

- Achieve the state's greenhouse gas emissions reductions targets.
- Identify vulnerabilities to climate change by sector and regions.
- Take climate change into account when making planning and investment decisions at the agency and department level.
- Employ full life-cycle cost analysis when evaluating and comparing infrastructure investments and alternatives.
- Apply Safeguarding California strategies to identify climate change vulnerabilities, outline primary risks, and participate as a lead agency or within a group of agencies to lead sectorial adaptation efforts.

Further, the working group is creating two new appendices to include as part of this plan. The first will point the reader to detailed information about global warming and climate adaptation policy, guidance and statutes adopted by the state. The second will list the functional plans used by agencies and departments to prioritize and decide on investing in infrastructure projects - with web links to these documents.

This effort is being achieved by meeting with each agency submitting Five-Year plans to discuss how they are operationalizing the order and securing their commitment to participate in accomplishing the order's ten directives. To ensure collaboration and efficiency, SGC staff is working collaboratively with Natural Resources Agency staff members who are managing the development of climate adaptation action plans that implement the provisions of Safeguarding California, and with OPR staff members who are establishing a Technical Advisory Group to support state agencies incorporate climate change impacts into planning and investment decisions.

INTEGRATED REGIONAL CONSERVATION AND DEVELOPMENT PROGRAM

Looking Ahead (2015-2016)

This year will be critical to demonstrate the practical application of the Integrated Regional Conservation and Development program 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 document the methods for the implementation of this Integrated Regional Conservation and Development approach. A multi-agency team has been set up to refine and document the proposed methodology. 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 Integrated Regional Conservation and Development program processes and generation of required planning products. A contract has recently been signed between the Technology Agency and the Conservation Biology Institute which will allow state agencies to use the Data Basin platform to support the implementation of the Integrated Regional Conservation and Development program. The third activity is the advancement of strategic projects to demonstrate the practical application Integrated Regional Conservation and Development program processes and products. Part of this activity will entail the review and mapping of all past and current projects that demonstrate the application of this planning approach. 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 and be engaged in this contemporary planning approach.

COMMUNITY PLANNING FOR HIGH-SPEED RAIL

Looking Ahead (2015-2016)

Support for Infill Development and Sustainable Land Use Planning. Suzanne will continue to work with State and other stakeholders to develop mechanisms for State support for infill development and sustainable land use planning around the future HSR corridor and beyond.

Suzanne will also continue providing technical assistance to local communities in understanding and preparing for the potential opportunities that HSR presents, with a priority on projects that can directly inform State policies and programs in the areas of sustainable land use, infill development, economic development, affordable housing, rural issues, and others.

Anchor Institution Engagement. Suzanne will finalize research and a white paper on anchor institution co-benefits from HSR, and will partner with CHSRA to organize convening with anchor institution leadership to highlight this work and facilitate institutions' continued planning to implement opportunity projects.

Technical Assistance to the California High-Speed Rail Authority. Suzanne will continue to work closely with the CHSRA and its consultants to forge effective strategies for working with local communities on station area planning and beyond. The SGC will continue to draw on work related to community planning for high-speed rail to recommend policies and strategies to support infill development and sustainable land use planning both in HSR station communities and throughout California.

HEALTH IN ALL POLICIES TASK FORCE

Looking Ahead (2015-2016)

The future holds many exciting opportunities for the HiAP Task Force to continue existing work and identify windows of opportunity for greater cross-sector coordination and collaboration. The following are activities staff anticipates calendaring for the remainder of 2015, based upon Task Force member interest and priorities. Activities will depend upon continued funding and staffing.

- Convene quarterly meetings of the entire HiAP Task Force
- Conduct annual one-to-one meetings between HiAP staff and each HiAP Task Force member organization (June-August)
- Convene multi-agency workgroup meetings on specific topics related to HiAP Task Force activities, as needed (i.e. land use, schools, and health; data coordination for measuring active transportation; opportunities to advance violence prevention)
- Implement activities outlined in the following HiAP Task Force Action Plans:
 - Health and Equity in State Guidance
 - Health and Equity Criteria in State Grants
 - Active Transportation
- Complete final deliverables and develop Action Reports for the following Action Plans:
 - Farm to Fork
 - Food Procurement
 - Housing Siting and Air Quality
 - Crime Prevention Through Environmental Design

- Parks, Urban Greening, and Places to be Active
- Explore development of new Action Plans on the topics of:
 - Violence Prevention

Appendix A
Round One: Affordable Housing and Sustainable Communities: Approved and Unfunded Applications
APPROVED APPLICATIONS

Applicant	Application Title	Amount	Description
Meta Housing Corporation	127 th Street Apartments	\$1,500,000	Consists of the new construction of 85 units for residents with special needs earning between 25% to 35% of area median income. The project also includes construction of 85 secure covered bike stalls and installation of new pedestrian infrastructure all in close proximity to a wide variety of amenities including transit, retail, and vital services.
Chelsea Investment Corporation	19 th Street Senior Apartments	\$2,559,394	A 63-unit senior affordable development located in Bakersfield. There will be a detached 63-space parking structure for the residents with a connecting skybridge. This development is located next to several City parks and the RiverWalk.
EAH Inc.	3706 San Pablo Avenue	\$5,532,400	A mixed-use development with 6,902 square feet of commercial space and 86 low-income apartments on a 1.13-acre urban infill site. Many residential amenities included.

<p>Housing Authority of the County of Santa Clara</p>	<p>777 Park Avenue</p>	<p>\$4,000,000</p>	<p>777 Park Ave is a new development project which will allow for 82 multifamily residential units on a 1.08 acre site. All units will target households earning between 20% and 60% of area median income.</p>
<p>Century Housing Corporation</p>	<p>Anchor Place</p>	<p>\$2,441,616</p>	<p>Features 120 affordable, permanent supportive apartment homes, including 75 units for veterans and 18 units for the homeless and mentally ill. The affordable housing development will contain community rooms, supportive service space, counseling offices, property management space, and exercise rooms.</p>
<p>Domus Development, LLC</p>	<p>Anchor Village</p>	<p>\$5,857,096</p>	<p>Located in downtown Stockton, it will serve low-income veterans and individuals with mental illness. The project will be comprised of 51 units, approximately 8,000 square feet of community space, 23 parking spaces, and 68 secure, indoor bike parking spaces. The community area is designed for social interaction, including social service office space, community space, fitness equipment, and bike storage and repair facility.</p>

<p>Satellite Affordable Housing Associates</p>	<p>Camino 23</p>	<p>\$3,062,730</p>	<p>Camino 23, a transit-oriented development, includes 32 units of permanently affordable housing units as well as transportation improvement projects to be completed by the City of Oakland. Camino 23 will reduce greenhouse gas emissions by building housing adjacent to transit, incentivizing the use of transit by providing passes to residents and adding streetscape improvements to provide walkable connections to transit stops.</p>
<p>Habitat for Humanity East Bay/Silicon Valley</p>	<p>Central Commons</p>	<p>\$1,000,000</p>	<p>A 30 unit single-family development located in the City of Fremont. All homes will be sold to buyers with incomes below 80% of area median income. The development will transform a vacant parcel of land into a mixed-income community closely connected with transit that will connect the new homeowners to schools, local shopping centers, City Hall, two hospitals, Amtrak and ACE trains, multiple BART stations, and many other local employers and destinations.</p>
<p>Meta Housing Corporation</p>	<p>Civic Center 14 TOD Apartments</p>	<p>\$1,500,000</p>	<p>A LEED-Gold rated infill development in a major transit area consisting of 40 affordable housing apartments for families earning between 15% to 60% of area median income as well as a neighborhood retail store.</p>

<p>American Communities, LLC</p>	<p>Crenshaw Villas</p>	<p>\$2,200,000</p>	<p>This development will consist of the new construction of a five story, mixed-use affordable housing building at 2645 Crenshaw Boulevard. This development consists of 50 residential dwelling units and 4,999 square feet of neighborhood-serving commercial/office uses. The 50 units consist of 49 affordable senior units for low-income households and one manager's unit. The project will also provide secured bicycle parking.</p>
<p>City of West Sacramento</p>	<p>Delta Lane Affordable Housing and Grand Gateway Transportation Infrastructure Project</p>	<p>\$6,730,888</p>	<p>A mixed-use development including 77 residential units and retail. The project will also provide transportation improvements in the Grand Gateway and Washington transit-oriented development/infill development districts. The project will greatly improve walkability and bike ability opportunities that are currently lacking and offer connectivity to the two surrounding disadvantaged communities.</p>
<p>C&C Development, LLC</p>	<p>Depot at Santiago</p>	<p>\$3,925,000</p>	<p>A 70-unit development that will be affordable to families earning between 30% and 60% of area median income.</p>

<p>Tenderloin Neighborhood Development Corporation</p>	<p>Eddy & Taylor Family Housing</p>	<p>\$10,000,011</p>	<p>A mixed-use project located in San Francisco. The site is a rectangular corner lot currently used as a surface parking lot. The project is two blocks from the Powell Street station served by both BART train and Muni light rail, and the Market Street corridor. The affordable housing development consists of 103 restricted affordable units with 30% of the units reserved for formally homeless earning 30% area median income or below. The project will also include upgrades of walkable corridors along Eddy and Taylor streets.</p>
<p>Eden Housing, Inc.</p>	<p>El Cerrito Senior Mixed Use Apartments</p>	<p>\$5,657,872</p>	<p>A new construction 63-unit mixed-use senior affordable housing project. The housing component will provide 100% affordable rents for 62 one-bedroom apartments to serve very low and low income seniors. There will be an on-site resident manager, a services coordinator, a community room with a kitchen, a computer room/library, an exercise room, laundry, bike storage and a resident courtyard with raised planter beds for resident gardening.</p>

Meta Housing Corporation	El Segundo Family Apartments	\$1,900,000	Consists of the 75 new affordable rental units for working families and people with special needs earning between 15% to 50% of Area Median Income. This project also includes construction of 75 secure covered bike stalls and installation of water-conserving landscaping.
Meta Housing Corporation	Hayward Senior Apartments	\$2,183,000	LEED-Gold rated infill development with 60 affordable housing apartments for seniors earning between 15% to 60% of Area Median income. The project also includes 5,936 square feet of neighborhood retail.
APEC International, LLC	Hotel Fresno	\$4,800,000	Consists of converting the vacant commercial Hotel Fresno building located in the City of Fresno into a new multifamily residential rental housing development with 79 units. Forty of the units will be designated as affordable units, 38 units will be market rate, and 1 unit will be reserved for an on-site manager (which will also be restricted to 60% of area median income).

McCormack Baron Salazar	MacArthur Park Apartments, Phase B	\$5,000,000	MacArthur Park Apartments Phase B is an 82-unit mixed use affordable housing development with approximately 7,000 square feet of retail. In addition to the affordable housing development, the project includes improved access to the Westlake/MacArthur Park Station serving the Metro Red and Purple lines.
Coachella Valley Housing Coalition	March Veterans Village	\$6,109,114	a 138 unit multi-family, 100% affordable, apartment community on the old March Air Force Base to house veterans. The 160 units are distributed between two four story buildings and one three story building on approximately 4 acres. U.S. VETS and CVHC are expanding the existing facility to accommodate more permanent housing units, and the development of an additional 50 transitional housing beds. This is the first phase of a multi-phase project. Upon completion of all phases of the project, more than 400 veterans will be served at this facility.

Eden Housing, Inc.	Miraflores Senior Housing	\$5,077,558	Will create 80 service-enhanced homes affordable to the lowest income seniors. The project is located in proximity to convenient bus lines that run along McDonald Avenue and Cutting Boulevard to the Del Norte Shopping center (which includes grocery stores, pharmacies, restaurants, banks) as well as the Del Norte BART station.
Tenderloin Neighborhood Development Corporation	Mission Bay South Block 6 East	\$4,999,989	A 1.45 acre site located in San Francisco's Mission Bay neighborhood. The affordable housing development includes 143 residential units and 10,000 square feet of neighborhood retail. The building will include 53 one-bedroom, 47 two-bedroom, 43 three-bedroom units. Twenty percent of the units will be reserved for formerly homeless families, earning 30% of area median income or below, and the rest of the units reserved for households at 50% of area median income or below.
LINC Housing	Mosaic Gardens at Westlake	\$1,900,000	An infill site which will be repositioned as a vibrant 125-unit housing community. It includes the acquisition of 6 contiguous parcels, totaling 1.19 acres. More than half, or 63, of units will be reserved for homeless individuals or families, with 32 of those units reserved for chronically homeless individuals or families.

<p>Resources for Community Development</p>	<p>Riviera Family Apartments</p>	<p>\$4,277,904</p>	<p>Will provide 58 newly constructed apartments affordable to low-income families in the City of Walnut Creek. New infrastructure serving the housing will include structured parking and utility service as well as new infrastructure benefiting the community, located in publicly accessible areas which will include pedestrian improvements, low-impact landscaping, and traffic calming.</p>
<p>San Diego Association of Governments</p>	<p>South Bay Bus Rapid Transit Project</p>	<p>\$7,000,000</p>	<p>The South Bay BRT is a 21-mile bus rapid transit route that will operate between the Otay Mesa Border Crossing and Downtown San Diego. The project will complete the final 11 miles of the route between Chula Vista and a new Intermodal Transportation Center at the border with Mexico. The project will provide transit service for residents and employees in the corridor who currently have no viable transit options. The project will operate in dedicated transit lanes, serve six stations (five in Otay Ranch - a transit oriented village) and provide a direct transit connection to the border.</p>

<p>Meta Housing Corporation</p>	<p>Sylmar Court Apartments</p>	<p>\$2,500,000</p>	<p>LEED-Gold rated affordable housing development less than a ½ mile away from the MetroLink Sylmar station and consists of 101 affordable units for families earning between 25% to 60% of area median income, along with a neighborhood retail store. Twenty-five of the units will be reserved for residents with special needs. Additionally, the development will improve pedestrian amenities around the site and better connect to a nearby bike path. The development's location, in close proximity to transit, jobs, retail, and services, is beneficial for working families.</p>
<p>Truckee Development Associates</p>	<p>Truckee Railyard Downtown Corridor Improvements Project</p>	<p>\$8,000,000</p>	<p>A multimodal transportation improvement in downtown Truckee, the vibrant core of a rural region. The project will provide safer multimodal mobility between downtown and working neighborhoods, and open up desperately needed infill housing and economic development. The project is a critical link in the Town's integrated transportation and land use approach to a more equitable, sustainable, and economically competitive future to address the region's most pressing challenges.</p>

California Vanpool Authority	Vanpool Expansion Project	\$3,000,000	Will be targeted toward providing farmworkers located in rural areas with a van to travel between home and work. Residents in these areas generally lack access to reliable public transportation, a reliable vehicle and often do not have a driver's license.
City of National City	Westside Infill Transit Oriented Development	\$9,240,888	A proposed 201-unit affordable housing infill development along Paradise Creek in National City. Phase I, currently under construction, will complete 109 units on site. Phase II will complete the development by constructing 92 units, expanding Paradise Creek Educational Park/Trail, and building off-site transportation improvements.

UNFUNDED IN THE AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM			
Proposal Title	MPO	County	Local Jurisdiction
Marina Transit Exchange/Mixed-Use Development- 280 Reservation Road	AMBAG	Monterey	Marina
Salinas Downtown and Chinatown Housing and Mobility Improvements	AMBAG	Monterey	Salinas
Junsay Oaks Senior Apartments in City of Marina and associated	AMBAG	Monterey	Marina
Pippin Apartments	AMBAG	Santa Cruz	Watsonville
Huron Transportation/Housing Infrastructure ICP Project 2015	Fresno	Fresno	Huron
Kings Canyon	Fresno	Fresno	Fresno
Valor Pointe	Fresno	Fresno	Fresno
Kings River Village in Reedley, California	Fresno	Fresno	Reedley
Van Ness/Mariposa BRT Transit Oriented Development Connectivity Project	Fresno	Fresno	Fresno
Fancher Creek Town Center - Senior	Fresno	Fresno	Fresno
Fancher Creek Town Center - Family	Fresno	Fresno	Fresno
Kern River Parkway Multi-Use Trail Improvements	Kern	Kern	Bakersfield
Lamont Transit Connectivity Project	Kern	Kern	Lamont
CSU Bakersfield - Bakersfield Bikes, Busses, and Urban Garden (CSUB B-BUG)	Kern	Kern	Bakersfield
Mojave Transit Connectivity Project	Kern	Kern	Kern County
Lake Isabella Transit Connectivity Project	Kern	Kern	Kern County
Gateway Terrace II	Merced	Merced	Merced
West Grand & Brush, Phase 1	MTC	Alameda	Oakland
San Leandro Senior	MTC	Alameda	San Leandro
94th and International	MTC	Alameda	Oakland

Bayview Village	MTC	Alameda	Hayward
Red Star Apartments - Affordable Housing	MTC	Alameda	
Safe Routes to School Alameda County Unincorporated Areas Program	MTC	Alameda	Alameda County
Main Street Complete Streets Improvements	MTC	Alameda	Hayward
Dixon Street Project	MTC	Alameda	Hayward
Pedestrian and Bicycle Bridge at Tennyson Road and South Hayward BART Station	MTC	Alameda	Hayward
CarShare4All Phase 2	MTC	Alameda	Alameda County
C Street Complete Streets	MTC	Alameda	Hayward
Seventh & Campbell Streets Development	MTC	Alameda	
Fruitvale Transit Village	MTC	Alameda	Oakland
Filbert Townhomes	MTC	Contra Costa	Richmond
Concord Coast Guard Transit Oriented Development	MTC	Contra Costa	Concord
North Richmond -- Heritage Pointe affordable housing, transit and streetscape improvements	MTC	Contra Costa	Richmond
Plaza San Pablo, San Pablo, California	MTC	Contra Costa	San Pablo
Golf Club Road/Old Quarry Road Improvement Project	MTC	Contra Costa	Pleasant Hill
Novato Multi-Modal SMART Access Project	MTC	Marin	Novato
Francisco Blvd East Improvements and Canal Affordable Housing	MTC	Marin	San Rafael
95 Laguna	MTC	San Francisco	SF
Candlestick Point-Harney Way TRI / Gilman Avenue TRI	MTC	San Francisco	SF
222 Beale Street, S.F. - Affordable Housing and Transit Improvements	MTC	San Francisco	SF
Hunters View Block 10	MTC	San Francisco	SF
South San Francisco Caltrain Station Access and Improvements Project	MTC	San Mateo	S SF

South San Francisco Complete Streets to Transit and Employment: Pedestrian and Bicycle Safety Improvement Project	MTC	San Mateo	S SF
Reducing VMT-Related GHG Emissions by Improving Pedestrian and Bicycle Connectivity in the Monterey Road Corridor	MTC	Santa Clara	Morgan Hill
North San Pedro Housing and Urban Greening	MTC	Santa Clara	
Implementing a New Compressed Natural Gas (CNG) Community Shuttle Route "West Shuttle" Palo Alto CalTrain to Business Park	MTC	Santa Clara	Palo Alto
South 1st Street Apartments	MTC	Santa Clara	
Fairfield/Vacaville Intermodal Station	MTC	Solano	Fairfield
Multi-Family Electric Vehicle Access Program	MTC	Sonoma	
Celestina Gardens Apartments and Springs Transit Corridor	MTC	Sonoma	Sonoma
Improvements to Regional Transit/Bike Facility Transfer Point Station and New Mobility Training Program	SACOG	Placer	Roseville
Junction Station Lofts	SACOG	Placer	Roseville
Fair Oaks Boulevard Multimodal Streetscape Improvements	SACOG	Sacramento	Sacramento County
Horizons (TOD) - City of Rancho Cordova	SACOG	Sacramento	Rancho Cordova
Courtyard Inn Redevelopment Phase 1	SACOG	Sacramento	Sacramento County
Phase 2-Mather Veteran's Village (ICP) - City of Rancho Cordova	SACOG	Sacramento	Rancho Cordova
Rio Linda Boulevard Bridge Replacement Project	SACOG	Sacramento	Sacramento
West Sac Family Apartments	SACOG	Yolo	W Sac
Sycamore Trail Phase 3	SACOG	Yolo	West Sacramento
San Diego Regional Inland Rail Trail	SANDAG	San Diego	SD County
Main Street Residences	SANDAG	San Diego	
The Lofts at Normal Heights	SANDAG	San Diego	

Citracado Parkway Active Transportation and Urban Greening Improvements	SANDAG	San Diego	Escondido
Vista Scattered sites (to be re-named later)	SANDAG	San Diego	Vista
LGBT Senior Apartments - Copy of 30076	SANDAG	San Diego	San Diego
Richmar Station	SANDAG	San Diego	
Escondido Site (to be re-named later)	SANDAG	San Diego	Escondido
American Legion The Post 310	SANDAG	San Diego	
Villa Encantada Apartments	SANDAG	San Diego	San Diego
Northwest Village	SANDAG	San Diego	
Creekside Villa Apartment Transit Oriented Development	SANDAG	San Diego	Chula Vista
The Village Apartments	SBCAG	Santa Barbara	Buellton
Gundry Hill Apartments	SCAG	Los Angeles	Signal Hill
1st and Soto TOD Apartments Phase 2	SCAG	Los Angeles	City of LA
The Horizons in South El Monte	SCAG	Los Angeles	South El Monte
King 1101	SCAG	Los Angeles	City of LA
Regional Bikeshare Expansion	SCAG	Los Angeles	City of LA
Aidan's Walk Seniors	SCAG	Los Angeles	
Bartlett Hill Manor Apartments	SCAG	Los Angeles	
Mosaic Gardens at Willowbrook	SCAG	Los Angeles	Los Angeles County
Historical District Transit Area	SCAG	Los Angeles	Artesia
City of Inglewood Crenshaw Affordable Housing	SCAG	Los Angeles	Inglewood
Mosaic Gardens at Pomona	SCAG	Los Angeles	Pomona
Metrolink Ticket Vending Machine Improvement Project	SCAG	Los Angeles	Los Angeles County
Las Tunas Drive Complete Street Improvements	SCAG	Los Angeles	Temple City
Branford Villa Apartments Acquisition and Substantial Rehabilitation	SCAG	Los Angeles	
Westside Active Transportation Network and Transit Enhancement Project	SCAG	Los Angeles	South Gate
Manchester Villas in South Los Angeles	SCAG	Los Angeles	
Rosecrans Villas in Compton, CA	SCAG	Los Angeles	Compton

LA River Valley Greenway	SCAG	Los Angeles	Los Angeles
District Square	SCAG	Los Angeles	City of LA
Style Outlets at LA, Hawthorne CA	SCAG	Los Angeles	Hawthorne
Intercounty Class I Trail Network - City of Whittier Gap Closure	SCAG	Los Angeles	Whittier
Manali Town Homes	SCAG	Los Angeles	
Holt Family Apartments	SCAG	Los Angeles	
Downtown Bellflower Multi-Modal Center	SCAG	Los Angeles	Bellflower
PATH Ventures Metro Villas Site I and Site II	SCAG	Los Angeles	Los Angeles
Rolland Curtis East	SCAG	Los Angeles	City of LA
Jordan Downs --Phase 1	SCAG	Los Angeles	City of LA
17275 Derian Affordable Apartments	SCAG	Orange	
SR-22 Intercounty Express Buses from Santa Ana to the Veterans Affairs Hospital and University in Long Beach	SCAG	Orange	Orange County
SunLine's Hydrogen Transportation Improvements for the East Valley	SCAG	Riverside	
Juan Bautista de Anza Trail Connectivity Enhancements	SCAG	Riverside	Moreno Valley
Cajalco Road Paved Shoulder and Transit Stop Improvement Project	SCAG	Riverside	
Las Palmas II Apartments	SCAG	Riverside	
6th Street Sidewalk Construction and Transit Stop Improvement Project	SCAG	Riverside	
Coachella Circulator	SCAG	Riverside	Coachella
San Antonio del Desierto: A Comprehensive Community Sustainable Project	SCAG	Riverside	
Moreno Valley Gateway Pedestrian and Bicycle Improvements	SCAG	Riverside	Moreno Valley
SEASONS at Chino	SCAG	San Bernardino	Chino
Lakeview Village Townhomes Affordable Housing and Sustainable Community Project	SCAG	San Bernardino	

Crafton Hills College Village Transportation Related Infrastructure Capital Project	SCAG	San Bernardino	Yucaipa
J Street Linear Park & Trail	SCAG	Ventura	Oxnard
Grand View Village	SJCOG	San Joaquin	Stockton
Shifting Modes Within South Broad Street Neighborhoods	SLOCOG	San Luis Obispo	SLO
Lindsay Village	Tulare	Tulare	Lindsay
Complete Streets Program-Goshen	Tulare	Tulare	Tulare County
Porterville Downtown Multi-Modal Corridor Project	Tulare	Tulare	Porterville
Traver Intermodal Complete Streets Improvements	Tulare	Tulare	

Count	Public Project Name	Applicant	SALCP Application Final Amount	Easement Value per Application	Per Acre Easement Value	Match Funding (Pending or Committed)	Total GHG (Metric Tons over project)	Metric Tons GHG/Dollar**
Recommended for 2014-15 Funding								
	SALCP CURRENT FUNDS		\$ 4,119,915					
1	SALCP_PP5_Monterey	(Monterey) Ag Land Trust	\$405,300	\$ 761,000	\$ 5,899	Pending	1,316	0.0032
2	SALCP_PP25_Mono	Eastern Sierra Land Trust	\$917,500	\$ 3,710,000	\$ 1,499	Committed	45,637	0.0497
3	SALCP_PP11_Lassen	Lassen Land & Trails Trust	\$226,500	\$ 430,000	\$ 739	Pending	1,352	0.0060
4	SALCP_PP16 a and b_Napa	Napa Land Trust	\$606,500	\$ 1,170,000	\$ 751	2 sources: 1 pending; 1 committed	1,963	0.0032
5	SALCP_PP19_Butte_Tehama	Northern California Regional Land Trust	\$1,163,000	\$ 3,975,000	\$ 449	2 sources, both pending	19,754	0.0170
6	SALCP_PP16_Sonoma	Sonoma Co. Agricultural Preservation and Open Space District	\$300,000	\$ 1,495,000	\$ 6,500	Committed	483	0.0016
7	SALCP_PP22_Marin	Marin Agricultural Land Trust	\$490,050	\$ 1,485,000	\$ 4,500	2 sources- 1 committed; 1 pending	962	0.0020
	SUBTOTAL		\$ 4,108,850	\$ 13,026,000				
	SALCP Fund Balance		\$ 11,065					
Alternate Recommended for 2014-15 Funding								
8	SALCP_PP17_Butte	Northern California Regional Land Trust	\$1,026,500	\$ 2,000,000	\$ 5,051	Pending	5,404	0.0053
Not Recommended for 2014-15 Funding*								
9	SALCP_PP10_Placer	Placer Land Trust	\$700,000	\$ 1,310,150	\$ 5,482	Pending	6,185	0.0088
10	SALCP_APP1_Placer	Placer County	\$980,834	\$ 1,380,500	\$ 3,400	Pending	2,061	0.0021
	SUBTOTAL		\$ 2,707,334	\$ 4,690,650				
	Totals		\$ (2,696,269)	\$ 17,716,650				

* Projects not recommended 2014-15 may be resubmitted during future funding cycles.

Blue text = Estimates

** Calculated using the California Air Resources Board GHG Quantification Methodology for the SALC Program FY 2014-15

Count	Public Project Name	Applicant	County	Acres	No. of ACEs in	Rangeland or Irrigated Ag	Irrigated Acres	Farm Details (location to nearest city, crop or AUM, adjacency to other protected lands etc)	Zoning	DAC?
Recommended for 2014-15 Funding										
1	SALCP_PP5_Monterey	(Monterey) Ag Land Trust	Monterey	129	1	Irrigated	125	1.5 miles from the city limits of Salinas. Adjacent to existing ACE. Ninety percent Prime Farmland	AG- 40 minimum	Yes
2	SALCP_PP25_Mono	Eastern Sierra Land Trust	Mono	2,475	1	Rangeland & Irrigated	1792 irrigated pasture	3.5 miles from Bridgeport. Within 1/2 mile of existing ACE and surrounded by BLM. Cow-calf operation with irrigated pasture.	72	No
3	SALCP_PP11_Lassen	Lassen Land & Trails Trust	Lassen	582	1	Irrigated	560	1/4 mile from the City of Susanville; cattle, alfalfa and winter wheat crops; within 1/2 mile of other protected lands.	100	No
4	SALCP_PP16 a and b_Napa	Napa Land Trust	Napa	1,558	2	Rangeland	0	Phase 1 of a 13,000 acre multi-phase project adjacent to Lk Berryessa. When all phases are complete will be adjacent to 57,000 acres of other protected lands and will provide a large buffer are between Napa and Yolo Counties.	160	No
5	SALCP_PP19_Butte_Tehama	Northern California Regional Land Trust	Butte & Tehama	8,847	2	Rangeland	Grazing: 8,808.5 Acres	Two ranches managed as one; 3 mi from Chico. Two miles to the north is 43,500 acres of conservation easements; 2 miles to south is an additional 8,000 acres of conservation easements.	160 ac. minimum for both counties	No
6	SALCP_PP16_Sonoma	Sonoma Co. Agricultural Preservation and Open Space District	Sonoma	230	1	Rangeland	0	Within approx. 1,000 feet of the City limits of Petaluma. Cattle grazing operation managed in conjunction with other adjacent leased lands. Located within 1/2 mile of other protected lands including ACEs held by Sonoma Co. Ag Preservation and Open Space District.	LEA B6 100; LEA B6 60	No
7	SALCP_PP22_Marin	Marin Agricultural Land Trust	Marin	330	1	Rangeland & Irrigated	Local (irrigated pasture): 18 Acres; Primarily Grazing	1.5 miles from Pt Reyes Station. Adjacent to other ACE. Within 3/4 mile of approx. 13,500 acres of permanently protected lands to the east- north-east and within 1.5 miles to the north another 8,000 acres of agricultural conservation easements.	APZ-60	No
	SUBTOTAL			14,151						
Alternate Recommended for 2014-15 Funding										
8	SALCP_PP17_Butte	Northern California Regional Land Trust	Butte	396	1	Irrigated - Unique	80% Unique Farmland; Grazing	4 mi. north of Oroville, 4 mi. south Butte Community College; near Conservation Bank and ecological reserve	AG-20	Yes, 1/2 mile from a DAC
Not Recommended for 2014-15 Funding* * Projects not recommended 2014-15 may be resubmitted during future funding cycles.										
9	SALCP_PP10_Placer	Placer Land Trust	Placer	239	2	Irrigated	99	1.2 miles north of the City Limits of Auburn. Several other Placer Land Trust Easements in the area.	F-B-X, 20 acre min.	No
10	SALCP_APP1_Placer	Placer County	Placer	406	1	Irrigated	Prime: 58 Unique: 289 Local IFL: 60	On Wise Road approximately near the Placer County and Sutter County line, in Placer County. The site is approximately 2.5 miles west of the City of Lincoln.	Ag-80	No
	SUBTOTAL			1,041						
	Totals			15,192						