

EL DORADO COUNTY LOCAL IMPLEMENTATION PLAN FOR SENATE BILL 375

	TASK 1	TASK 2	TASK 3	TASK 4	TASK 5	Support to TASKS 3-5
Sustainable Communities Grant, Potential DOT projects	Develop an emission inventory, projections and emission reduction indicators	Traffic Model Update	Mixed-Use Phase 2 (Infill Development and Traditional Neighborhood Design Guidelines) In Priority Areas	Transit Oriented Design (TOD) in Priority Areas	Integrated Natural Resource Mgmt Plan (INRMP) Phase 2	Park and Trails Master Plan (All ready in progress_No funding requested)
Threshold Requirements						
1 <i>Consistency with State Planning Priorities, specifically:</i>						
a Promote Infill Development and invest in existing communities	Provide evaluation criteria that can demonstrate lower VMT's for infill and TOD projects	Provide level of detail and flexibility in the County's Traffic Model to allow for evaluation of infill projects consistent with AB32/SB375 requirements	Amend County MUD policies to include Infill incentives and design guidelines that directly supports investment into existing communities and identified priority areas.	TOD in areas that support improved transportation choices as well as a wider variety of convenience services and amenities can return cultural, social, recreational and entertainment opportunities, gathering places, and vitality to older centers and neighborhoods.	<ul style="list-style-type: none"> Provides identification of important habitat outside of existing communities. Incentivizes infill development by requiring mitigation for development in habitat areas. 	<ul style="list-style-type: none"> Plans for amenities near existing development Promotes walkable communities
b Protect, preserve, and enhance environmental and agricultural lands and natural and recreational resources	Will set emission reduction indicators that support the protection of agriculture, conservation and open space	Provide level of detail and flexibility in the County's Traffic Model to allow for evaluation of traffic impacts (negative) associated with the development of environmental and agricultural lands, and natural and recreational resources.	MUD along with Infill and TND's support compact urban development and therefore conserves natural resources in the rural areas	TOD's supports compact urban development and therefore conserves natural resources in the rural areas	The General Plan requirement for the development of an INRMP and OWMP was to ensure the protection, preservation and enhancement of environmental and agricultural lands and natural and recreational resources.	<ul style="list-style-type: none"> Designates land for recreational uses Acquires and develops regional, community, and neighborhood parks Provides for open space
c Encourage location and resource efficient new development	Will provide certainty in determining significance of impacts and consistency in mitigation. Can provide legally defensible approach to analyzing GHG impacts.	Provide level of detail and flexibility in the County's Traffic Model to allow for evaluation of projects on the basis of location and resource efficiency	The California Energy Commission reported that transportation energy consumption could be reduced by 3% to 10% with the implementation of smart growth policies that included more MUD, Infill and TND projects especially supported by transit and other non vehicle modes of transportation.	The California Energy Commission reported that transportation energy consumption could be reduced by 3% to 10% with the implementation of smart growth policies that included more TOD	These policies provide incentives that encourage the development of compact urban form and infill development.	<ul style="list-style-type: none"> Promotes useful recreational amenities in proximity to residential development Requires park/trail development from new residential development
2 <i>Reduce, on a permanent basis that is feasible, greenhouse gas emissions consistent with:</i>						
a	<i>California Global Warming Solutions Act of 2006 (Div 25.5, Sec 38500) See AB 32 tab</i>					
i How will proposal reduce GHG emissions as compared to business as usual through 2020 and beyond?	<ul style="list-style-type: none"> Set target reductions for GHGs Implement strategies to meeting target reductions for GHGs Identify measures that may be implemented on a project by project basis 	Development of the new traffic model will allow for analysis of expanded transit services, project impacts to roadway network, and proximity to transit facilities. Anticipated to reduce traffic congestion	<ul style="list-style-type: none"> Reduce VMTs associated with current suburban sprawl type of development Fix existing transportation corridors to achieve efficiency 	<ul style="list-style-type: none"> Support increase use of existing public transit through incentives Adopt long term transit and multi-modal plan and implementation program Implement 2008 Transit Plan; assisting seniors, people with disabilities and low income individuals 	<ul style="list-style-type: none"> Identifies rural areas for natural resource conservation and provides for infill development Conserves trees and woodlands. Over the course of its life, one tree can sequester 10,000 lbs (4.5 metric tons) of carbon dioxide (CO2). 	<ul style="list-style-type: none"> Trails promote use of non-motorized transportation Parks located near transit stops Parks are bike/ped friendly
ii Identify the indicators used to measure GHG emissions reduction targets are met.	<ul style="list-style-type: none"> Measure vehicle emissions in pounds/year/capita for Carbon monoxide, Hydrocarbon, Sulphur oxides, Particulate matter, Nitrogen oxides. Vehicle emissions for tons/year/capita for Carbon Dioxide indicators measured against existing conditions 	<ul style="list-style-type: none"> Increased access to transportation. Increased transit ridership Reduction in VMT Reduced traffic Congestion Reduced Ozone and PM 	<ul style="list-style-type: none"> Percent of dwellings within 1/4 mile of transit stop Percent of employees within 1/4 mile of transit stop Vehicle trips/day/capita Miles driven/day/capita 	<ul style="list-style-type: none"> Percent of dwellings within 1/4 mile of transit stop Percent of employees within 1/4 mile of transit stop Vehicle trips/day/capita Miles driven/day/capita 	<ul style="list-style-type: none"> Approximate amount (in lbs or metric tons) of CO2 sequestered by trees on protected/conserved lands or habitat avoided Acres of protected or conserved lands or habitat avoided. 	
b <i>Any applicable regional plan</i>						

REQUIRED

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<p>i Cite any applicable regional plan(s)</p> <p>ii Describe how your Proposal will be consistent with the greenhouse gas emission reduction strategies in the applicable regional plan(s)</p>	<ul style="list-style-type: none"> • SACOG MTP • California Transportation Plan • Draft Integrated Natural Resource Mgmt Plan • State Implementation Plan (SIP) (Air Resource Board) <ul style="list-style-type: none"> • Supports Compact Development, Housing Choice, Jobs-Housing Balance, Transportation Choice, Conserves Natural Resources 	<p>SACOG MTP</p> <p>Expanded Transit Opportunities, Reduced VMT, Increased access to transit, bike and walk facilities, reduced traffic congestion</p>	<ul style="list-style-type: none"> • SACOG Blue Print principles and MTP Land Use Framework • Department of Housing and Community Development RHNA • The Integrated Regional Water Management (IRWM) Plan required Local Water Management Plan <ul style="list-style-type: none"> • Supports Compact Development, Housing Choice, Jobs-Housing Balance, Transportation Choice, Conserves Natural Resources and reduce water runoff and consumption. 	<ul style="list-style-type: none"> • SACOG Blue Print and MTP • California Transportation Plan <ul style="list-style-type: none"> • Supports the vision for a multimodal interregional transportation system that meets AB 32 goals 	<ul style="list-style-type: none"> • SACOG Blue Print principles and MTP Land Use Framework <ul style="list-style-type: none"> • Supports compact urban development and conserves natural resources in rural areas 	<ul style="list-style-type: none"> • California Transportation Plan • CA Wildlife Action Plan • Natural Comm. Conservation Plan • State Implementation Plan • County of El Dorado General Plan • County of El Dorado Bicycle Transportation Plan • County of El Dorado Hiking and Equestrian Trail Master Plan • Placerville Area Parks and Recreation Master Plan • Draft Integrated Natural Resource Mgmt Plan
<p>3 Meet the Collaboration Requirements of the focus area applicable to the Proposal. Include all required documents in the application package.</p>						
<p>a A letter from the regional entity (SACOG) concurring with the detailed explanation of how the proposal is consistent with its regions goals, including implementing SB 375.</p>						

Program Objectives (See Example in Appendix J tab)

<p><i>Must achieve objectives and identify anticipated indicators to measure success. Final report must quantify projected outcomes.</i></p>						
<p>Improve Air and Water Quality</p> <p>1 What strategies will be used to meet the air quality objective?</p>	<ul style="list-style-type: none"> • Set GHG reduction indicators and create index for greater flexibility in measuring project impacts. 	<ul style="list-style-type: none"> • Reduced Traffic Congestion, Increased transit ridership, bikes and walking 	<ul style="list-style-type: none"> • Set baseline levels for GHG's and determine GHG reduction targets for year 2020 and 2035 	<ul style="list-style-type: none"> • TOD by design targets a reduction of vehicle emissions by focusing on development around an efficient transit system • High density, high-quality development within 10-minute walk circle surrounding train station • Designed to include the easy use of bicycles, scooters, and rollerblades as daily support transportation systems • Pedestrian Friendly Design 	<ul style="list-style-type: none"> • Carbon sequestration by preserving oak woodlands and other habitats. • OWMP incentivizes replanting trees as mitigation, increasing carbon sequestration. 	<ul style="list-style-type: none"> • Parks & trails provide opportunities for non-motorized use • Inclusion of public transit stops wherever feasible • Facilities for bicycles provided, new parks would accommodate non-vehicular access • Parks and greenways can mitigate air pollution and increased temperatures. Mature tree canopies can reduce air temperature five to ten degrees, helping to counteract the urban heat island effect, according to the University of Washington's Center for Urban Horticulture.⁵⁰ And trees filter pollutants out of the air. According to American Forests, trees in Atlanta remove 19 million pounds of pollutants annually, a service worth \$47 million. • U.S. Forest Service calculated that over a 50-year lifetime one tree generates \$31,250 worth of oxygen, provides \$62,000 worth of air pollution control

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<p>2 What indicator will be used to measure the outcomes?</p> <p>3 How will the proposal be consistent with the State Implementation Plan as specified by the local air district?</p> <p>4 What strategies will be used to meet the water quality objective?</p>	<ul style="list-style-type: none"> • Measure vehicle emissions in pounds/year/capita for Carbon monoxide, Hydrocarbon, Sulphur oxides, Particulate matter, Nitrogen oxides. Vehicle emissions for tons/year/capita for Carbon Dioxide • Final plan will comply with all all rules and regulations of the El Dorado County Air Pollution Control District adopted February 15, 2000. • Inventory will include urban/wild land interface, timberland and the affects of catastrophic wild fires on water quality 	<p>Increased access to transportation. Increased transit ridership Reduction in VMT Reduced traffic Congestion Reduced Ozone and PM</p> <p>Identify projects that result in reduced congestion, VMT and provided greater access to alternative transportation modes</p>	<ul style="list-style-type: none"> • % of GHG including but not limited to Carbon monoxide, Hydrocarbon, Sulphur oxides and Nitrogen oxides in Pounds/year/capita • Plan will be consistent with SACOG Regional Plan • New development will be required to control urban runoff and stormwater pollution through the use of best management practices. 	<ul style="list-style-type: none"> • Increased linear feet of sidewalks • Increased linear feet of bike paths • Increased integration of mass transit leads to a reduction in vehicle miles traveled and vehicular emissions • New development will be required to control urban runoff and stormwater pollution through the use of best management practices. 	<ul style="list-style-type: none"> • Approximate amount (in lbs or metric tons) of CO2 sequestered by trees on protected/conserved lands or habitat avoided • Acres of protected or conserved lands or habitat avoided. • Includes measures to protect riparian corridors and stream environments resulting in water quality protection • Length of stream corridors protected • supports water quality and environmental stewardship 	<ul style="list-style-type: none"> • Reduction in vehicle miles traveled • Increased parks and trails provides the public with opportunities to both recreate and commute in a non-motorized manner, leading to a reduction in vehicle miles traveled and hence vehicular emissions and traffic. • Trails and greenways can play an important role in improving water quality and mitigating flood damage. Greenways preserve critical open space that provides natural buffer zones to protect streams, rivers and lakes from pollution run-off caused by fertilizer and pesticide use on yards and farms. They also can serve as flood plains that absorb excess water and mitigate damage caused by floods. • The U.S. Forest Service calculated that over a 50-year lifetime one tree generates recycles \$37,500 worth of water, and controls \$31,250 worth of soil erosion. • Trees and the soil under them also act as natural filters for water pollution. Their leaves, trunks, roots, and associated soil remove polluted particulate matter from the water before it reaches storm sewers. Trees also absorb nutrients created by human activity, such as nitrogen, phosphorus, and potassium, which otherwise pollute streams and lakes.
Promote Public Health		Reduced Traffic Congestion and PM	<ul style="list-style-type: none"> • Adopted amendments, ordinance and guidelines will be consistent with the EDC Water Agency Water Management Plan • Will be consistent with the EDC Water Agency Water Management Plan which is a requirement of the IRWMP 	<ul style="list-style-type: none"> • Best Management Practices as adopted in the General Plan and in the Water Management Plan for runoff • Will be consistent with the EDC Water Agency Water Management Plan which is a requirement of the IRWMP 		

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1 What indicators will be focused on to meet the public health objective?	<ul style="list-style-type: none"> Supports Quality and sustainability of the environment by reducing forecasted GHG's through the measurement of vehicle emissions in pounds/year/capita for Carbon monoxide, Hydrocarbon, Sulphur oxides, Particulate matter, Nitrogen oxides. Vehicle emissions for tons/year/capita for Carbon Dioxide 	Reduced Asthma	<ul style="list-style-type: none"> Decrease % of overweight/obese adults Increase in linear feet of sidewalks Increase in linear feet of bike paths 	<ul style="list-style-type: none"> Percent of dwellings within 1/4 mile of transit stop Percent of employees within 1/4 mile of transit stop Increase in linear feet of sidewalks Increase in linear feet of bike paths 	<ul style="list-style-type: none"> Decrease in impaired water segments Percent of dwellings within 1/4 mile of publicly accessible preserved/conserved lands. 	<ul style="list-style-type: none"> Number of Park/Trail Users per Day
2 Describe how the proposal addresses and responds to the definition of a healthy community	<ul style="list-style-type: none"> Supports Quality and sustainability of the environment 	Assist County providing safe, sustainable, accessible and affordable transportation options, managing impacts to clean air, soil and water, and environments, and minimize waste, toxics and GHG emissions	<ul style="list-style-type: none"> Provides for affordable, high quality, socially integrated and location-efficient housing Complete and livable communities including affordable and high quality schools, parks and recreational facilities, child care, libraries, financial services, health care and other daily needs Promotes Health and social equity Preserved natural and open spaces, including agricultural lands Minimized waste, toxics, and greenhouse gas emissions Supports robust social and civic engagement Socially cohesive and supportive relationships, families, homes, and neighborhoods 	TOD developments provide for "Safe, sustainable, accessible and affordable transportation options" within the County	<ul style="list-style-type: none"> Enhances quality and sustainability of natural and open spaces, including agricultural lands Supports Clean air, soil and water, and environments free of excessive noise Publicly accessible natural habitat lands offers reduced stress, increased exercise potential, and increased mental health benefits.ise Minimized waste, toxics, and greenhouse gas emissions 	<ul style="list-style-type: none"> Offers complete and livable communities by providing parks and recreational facilities Preserves natural and open spaces Provides health and social equity with equal access to all members of public Provides areas for physical activity Urban parks act as green buffers from industrial/commercial Exposure to nature in parks, gardens, and natural areas can improve psychological and social health. Parks also build healthy communities by creating stable neighborhoods and strengthening community development. Research shows that residents of neighborhoods with greenery in common spaces enjoy stronger social ties. Neighborhoods with community gardens are more stable, losing fewer residents over time.
3 Describe how, in the development and implementation of the proposal, public health co-benefits and potential adverse health consequences will be identified, and for any identified negative consequences that may be associated with the Proposal, the approach to mitigating or preventing these consequences.	<ul style="list-style-type: none"> Work with the County's Public Health Department and related citizen groups to set existing conditions and possible negative consequences associated with traditional development patterns. 	The Traffic Model will be used to evaluate environmental impacts of development projects, roadway improvement projects, transit, trail and bike projects. The information obtained will be used to guide land use and improvement decisions consistent with the goals and policies of the County General Plan, AB32 and SB375	<ul style="list-style-type: none"> Work with the County's Public Health Department and related citizen groups to determine benefits, potential adverse health consequences and appropriate mitigation measures. 	<ul style="list-style-type: none"> Work with the County's Public Health Department and related citizen groups to determine benefits, potential adverse health consequences and appropriate mitigation measures. 	<ul style="list-style-type: none"> Promotes infill, walkable communities by providing off-site mitigation for impacts to natural resources 	<ul style="list-style-type: none"> Acquiring land for the public good and developing of parks and trails offsets the negative impacts created by increased urbanization. Plan will provide increased parks/trails for the public to access freely and recreate, increasing physical activity, decreasing traffic Parks provide children with opportunities for play, and play is critical in the development of muscle strength and coordination, language, and cognitive abilities.
4 Describe the extent and nature of the coordination and collaboration with the local health officer/health department for the cities and counties included in your agency's jurisdiction or covered by the scope of the proposal.	<ul style="list-style-type: none"> County Public Health Officer or his or her designee will participate on the grant coordination and implementation committee. 	<ul style="list-style-type: none"> County Environmental Health and Public Health Departments, and the AQMD will be consulted to obtain data pertaining to Asthma related illness in the County 	<ul style="list-style-type: none"> County Public Health Officer or his or her designee will participate on the grant coordination and implementation committee. 	<ul style="list-style-type: none"> County Public Health Officer or his or her designee will participate on the grant coordination and implementation committee. 		

Promote Equity (These are misnumbered in Guidelines)

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<p>4 What strategies will be used to meet the equity objective?</p> <p>5 What indicator(s) will be used to measure the outcomes?</p> <p>6 Explain how disadvantaged communities will be engaged in the planning process for the proposed outcomes.</p>	<ul style="list-style-type: none"> Public meetings for review and education of the inventory • • promotion of equity with residents and businesses in the formulation of policies, standards, and guidelines • • Through the CEQA process, targeted community outreach and notice of public forms through non-traditional venues such as churches, schools and resident assistance programs. • 	<p>The Traffic Model will be applied uniformly across the County to promote sustainable transportation choices.</p> <p>Access to Transportation, housing and jobs</p> <p>Through the CEQA process, outreach to and comments from all segments / communities will be considered when making transportation and land use decisions.</p>	<ul style="list-style-type: none"> Revise MUD GP Policy and Ordinance to create incentives that supported the development of vibrant places with choices for affordable housing, good schools, access to open space, decent transit that connects people to jobs, and healthy and sustainable environments. Update Design Guidelines in support of the revised policies and ordinance Job Growth Transit options Residential options Public Forums for creation of MUD standards and design Public Notice of Developments 	<ul style="list-style-type: none"> Update Long Range Transit Plan • • Access to Transportation • Outreach through traditional services providers of economically disadvantaged individuals and families Attendance at public forums 	<ul style="list-style-type: none"> Free or low-cost use of designated public preserved or conserved lands obtained by mitigation funding. • • Acres of conserved/preserved land per capita available for free or low-cost use. • Outreach through traditional services providers of economically disadvantaged individuals and families 	<ul style="list-style-type: none"> Equal access to all members of public Free use of parks and trails • • Certain ratio of park acreage to surrounding residents • • All members of public equally able to comment during drafting of Plan • Parks make inner-city neighborhoods more livable; they offer recreational opportunities for at-risk youth, low-income children, and low income families; and they provide places in low-income neighborhoods where people can experience a sense of community.
Increase Housing Affordability						
<p>1 What strategies will be used to meet the housing affordability objective?</p> <p>2 What indicator(s) will be used to measure the outcomes?</p>	<ul style="list-style-type: none"> support the creation of incentive policies, programs and zoning amendments that increase affordable housing development. • • Number of units constructed affordable to 120% or below area median income • Number of income restricted units Increase housing supply that meets RHNA goals 	<p>Identify projects that result in reduced congestion, VMT and provided greater access to alternative transportation modes</p> <ul style="list-style-type: none"> • Number of units constructed affordable to 120% or below area median income • Number of income restricted units Increase housing supply that meets RHNA goals 	<ul style="list-style-type: none"> Create Affordable Housing Design Advisor program Create Incentive Zones for smaller more affordable housing options • Number of units constructed affordable to 120% or below area median income • Number of income restricted units Increase housing supply that meets RHNA goals 	<ul style="list-style-type: none"> Revise Zoning Ordinance to allow for smaller lot sizes and residential units as part of TOD's Incentives a mix of affordable units through the adopted TOD policy and guidelines • Number of units constructed affordable to 120% or below area median income • Number of income restricted units Increase housing supply that meets RHNA goals 	<ul style="list-style-type: none"> support the creation of incentive policies, programs and zoning amendments the increase affordable housing development. The OWMP allows for reduced mitigation required to incentivize affordable housing. INRMP directs development to community areas, reducing sprawl and infrastructure, which increases costs. • Number of units constructed affordable to 120% or below area median income • Number of income restricted units Increase housing supply that meets RHNA goals Percentage of affordable units constructed utilizing OWMP incentivization. • Number of units constructed affordable to 120% or below area median income in community regions or rural centers. 	<ul style="list-style-type: none"> • • •

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As Many as Possible (0-60 Points)	3 How will the proposal be consistent with housing affordability requirements under the Regional Housing Needs Plan (RHNA) ?	<ul style="list-style-type: none"> Promote infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns; and Promote an improved intraregional relationship between jobs and housing. 	<ul style="list-style-type: none"> Promote infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns; and Promote an improved intraregional relationship between jobs and housing. 	<ul style="list-style-type: none"> Increase mix of housing types, tenure, and affordability in in the County Promote infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns; and Promote an improved intraregional relationship between jobs and housing. 	<ul style="list-style-type: none"> Promote infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns; and Promote an improved intraregional relationship between jobs and housing. 	<ul style="list-style-type: none"> Off-site mitigation will allow increase in on-site densities 	<ul style="list-style-type: none">
	Promote Infill and Compact Development 1 What strategies will be used to meet the infill and compact development objective?	<ul style="list-style-type: none"> Adoption of Incentives for Infill and Compact Development Adoption of TOD policies 	Traffic Model analysis of projects can be used to guide transportation systems improvements and land use decisions to encourage Infill and compact development	<ul style="list-style-type: none"> Create incentives that promote the redevelopment of smaller, suburban communities and support the creation of higher density mixed use neighborhoods, Identify and market infill priority areas Develop and Implement Infill Ordinance including Form Base Code in priority areas Population/Employment mix in relation to region mix 	<ul style="list-style-type: none"> Create incentives to reduce the shortage of housing near jobs Create incentives that provide the opportunity to increase residential or commercial density around existing or potential transit stops. 	<ul style="list-style-type: none"> Off-site mitigation will allow increase in on-site densities, allow for infill development 	<ul style="list-style-type: none"> Land will be designated where feasible in existing communities to serve existing populations Acquisition/Development of new parks/trails alleviates intensity of use of existing parks/trails Parks and trails will link to other parks & trails as much as possible
	2 What indicator(s) will be used to measure the outcomes?	<ul style="list-style-type: none"> Dwelling Units per net acre in targeted areas Commercial/Industrial/R&D per net acre in targeted areas 	Proportion of housing and jobs with close proximity to transit.	<ul style="list-style-type: none"> Population/Employment mix in relation to region mix 	<ul style="list-style-type: none"> Persons/square mile in priority areas Dwellings per net acre in priority areas of residential land in in priority areas Pop/emp mix in priority areas in relation to County Ratio of total jobs to total housed workers assuming 1.4 workers per household Employees/net acre in priority areas of employment land 	<ul style="list-style-type: none"> Acres of protected/conserved land 	<ul style="list-style-type: none">
	Revitalize Urban and Community Centers						

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<p>1 What strategies will be used to meet the urban and community center objective?</p> <p>2 What indicator(s) will be used to measure the outcomes?</p>	<ul style="list-style-type: none"> Develop Fix-it-First Strategies <p>Dollars spent in priority areas vs. greenfield areas</p>		<ul style="list-style-type: none"> Amend General Plan Land Use Map Community Region Boundaries Analyze additional land uses that could benefit from MUD and amend General Plan Policies Development Incentives for MUD, Infill and TND focused in urbanized areas and community centers including revisions to GP policies related to open space and slope. Update Historic Preservation Guidelines Support existing communities in the development of Community Identity development guidelines <p>Persons/square mile index of targeted area</p> <ul style="list-style-type: none"> Dwellings (detached and attached) per net acre of residential 	<ul style="list-style-type: none"> Train station as prominent feature of town center A regional node containing a mixture of uses in close proximity including office, residential, retail, and civic uses High density, high-quality development within 10-minute walk circle surrounding train station Walkable design with pedestrian as highest priority <p>Dollars spent in priority areas vs. greenfield areas</p>	<ul style="list-style-type: none"> Promotes development in community regions and rural centers by allowing development, but requires mitigation to offset habitat and oak woodlands loss effects. OWMP incentivizes retaining native oaks by requiring mitigation for oaks removed. Native oaks provide shade which reduces heat reflection and reduces the need for air conditioning. Native oaks are adapted to the local climate and utilize natural rainfall, thereby reducing water use. Native oaks add to community sense of place and identity, and serve to beautify the built landscape. <p>Percent of oak woodland retained in community regions and rural centers.</p>	<ul style="list-style-type: none"> Parks & trails reduce heat island effects. Trees act as natural air conditioners to help keep cities cooler, mitigating the effects of concrete and glass that can turn cities into ovens under the summer sun. The evaporation from a single large tree can produce the cooling effect of ten room-size air conditioners operating 24 hours a day. Access to public parks and recreational facilities has been strongly linked to reductions in crime and in particular to reduced juvenile delinquency. Recreational facilities keep at-risk youth off the streets, give them a safe environment to interact with their peers, and fill up time within which they could otherwise get into trouble. Research shows that residents of neighborhoods with greenery in common spaces are more likely to enjoy stronger social ties than those who live surrounded by barren concrete. Urban parks, gardens, and recreational open space stimulate commercial growth and promote inner-city revitalization. A park can be a community focal point, a symbol of its vitality and
Protect Natural Resources and Agricultural Lands						
<p>1 What strategies will be used to meet the natural resources and agricultural land objective?</p> <p>2 What indicator(s) will be used to measure the outcomes?</p>	<ul style="list-style-type: none"> <p>Acres of protected / conserved land</p>	<p>Traffic Model will be used to guide land use decisions and determine consistency of development with County General Plan Policies and Goals.</p> <p>Acres of protected / conserved land</p>	<ul style="list-style-type: none"> Direct growth into more urbanized and built communities Population, employment and residential density in priority areas Acres of protected / conserved land 	<ul style="list-style-type: none"> Enhancing livability of higher density urban centers decreases urban sprawl and pressure to develop surrounding rural areas. population density Acres of protected / conserved land 	<ul style="list-style-type: none"> Identify important habitat Develop strategy to conserve natural resources and sustain wildlife habitat and movement Acres of protected/conserved land 	<ul style="list-style-type: none"> Plan seeks to protect natural resources for public benefit The U.S. Forest Service calculated that over a 50-year lifetime one tree generates \$31,250 worth of oxygen, provides \$62,000 worth of air pollution control, recycles \$37,500 worth of water, and controls \$31,250 worth of soil erosion. Amount of new acreage preserved per year

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<p>3 How will the proposal be consistent with the CA Wildlife Action Plan, Natural Community Conservation Plan and the Surface Mining and Reclamation Act (See Appendix O)?</p>	<ul style="list-style-type: none"> will support policies that conserve natural communities at the ecosystem scale while accommodating compatible land use and that ensure mineral materials will be available when needed and do not become inaccessible due to land-use decisions. The inventory and projections will consider stressors affecting native wildlife and habitats as part of the land use forecast. 		<ul style="list-style-type: none"> directing growth away from identified conservation lands supporting the protection of wildlife, conservation and surface mining and reclamation. 	<ul style="list-style-type: none"> TOD will reduce pressure to develop in rural areas containing quality habitat 	<ul style="list-style-type: none"> INRMP will include consistency with CESA listed species conservation program Oak Woodland Mgt Plan (OWMP) component consistent with Oak Woodlands Conservation Act of 2001 (PRC 21083.4) 	<ul style="list-style-type: none"> CA Wildlife Action Plan - Acquisition and conservation of parks, open space, and trails will directly address the goal of providing natural habitat NCCP - Likewise, Acquisition and conservation of parks, open space, and trails will directly address the goal of providing natural habitat
Reduce Automobile Usage and Fuel Consumption						
<p>1 What strategies will be used to meet the automobile use and fuel consumption objective?</p>	<ul style="list-style-type: none"> The inventory, projection and emission reduction indicators will provide a baseline to measure future development projects. 	<p>Traffic Model implementation will allow analysis to identify and implement incentives for transit oriented or mixed use development projects.</p>	<ul style="list-style-type: none"> Complete MUD and other special needs housing traffic study Adopt long-term transit plan 	<ul style="list-style-type: none"> By design, TOD targets a reduced reliance on vehicles and increased mass transit leading to lower fuel consumption and decreased emissions 	<ul style="list-style-type: none"> Promote infill, higher density development in urban areas by providing off-site mitigation program 	<ul style="list-style-type: none"> Parks & Trails provide alternatives for non-motorized transport for both recreation and commuting
<p>2 What indicator(s) will be used to measure the outcomes?</p>	<p>Baseline data to support policies that</p> <ul style="list-style-type: none"> Increased transit ridership Reduction in VMT Reduced traffic Congestion 	<p>Increased transit ridership Reduction in VMT Reduced traffic Congestion</p>	<ul style="list-style-type: none"> % of dwellings within 1/4 mile of transit or non vehicle mode of transportation Vehicle trips/day/capita Miles driven/day/capita Supports the vision for a multimodal interregional transportation system that meets AB 32 goals 	<p>Increased transit ridership Reduction in VMT Reduced traffic Congestion</p>	<ul style="list-style-type: none"> Units constructed 	<p>Reduction in vehicle miles traveled</p>
<p>3 How will the proposal be consistent with the CA Transportation Plan (See Appendix O)?</p>	<ul style="list-style-type: none"> Will identify measurable indicators for project that incorporate multimodal interregional transportation system that meets AB 32 goals 	<p>Allow the County to make transportation and land use decisions to Improve mobility and accessibility, preserve and maintain the existing transportation system, support economic development through enhanced movement of people, goods and services, and enhance public safety.</p>	<ul style="list-style-type: none"> Adopt Infill Ordinance/Guidelines that supports "fix-it-first" strategies 	<ul style="list-style-type: none"> TOD is consistent with CTP goal to Improve Mobility and Accessibility by creating an efficient intermodal transportation system Also consistent with Increasing System Capacity by Expanding and Improving Transit Choices 		<ul style="list-style-type: none">
Improve Infrastructure Systems						
<p>1 What strategies will be used to meet the infrastructure systems objective?</p>	<ul style="list-style-type: none"> Will identify measurable indicators for projects required to improve or expand existing infrastructure systems. 	<p>Traffic Model will incorporate transit, walking and biking systems, mixed use and transit oriented development options to directly support infrastructure decision making.</p>	<ul style="list-style-type: none"> Adopt Infill Ordinance/Guidelines that supports "fix-it-first" strategies 	<ul style="list-style-type: none"> TOD builds in a multi-modal transportation network focused on the pedestrian and mass transit and away from individual vehicular travel. 		<ul style="list-style-type: none"> Plan seeks to increase amount of usable park land and trails Redevelopment or enhancement of existing parks/trails Use of trails as commuting routes
<p>2 What indicator(s) will be used to measure the outcomes?</p>	<ul style="list-style-type: none"> Depending on the project indicators may include Vehicle trips/day/capita Miles driven/day/capita Transit ridership/day/capita Percent street frontage with sidewalks Composite index of street network density, sidewalk completeness, and pedestrian route directness 	<p>Transit ridership</p>	<ul style="list-style-type: none"> Percent street frontage with sidewalks Composite index of street network density, sidewalk completeness, and pedestrian route directness 	<ul style="list-style-type: none"> Vehicle trips/day/capita Miles driven/day/capita Transit ridership/day/capita 		<ul style="list-style-type: none"> Park acreage per resident
Promote Water Conservation						

Sustainable Communities Grant, Potential DOT projects	Develop an emission inventory, projections and emission reduction indicators	Traffic Model Update	Mixed-Use Phase 2 (Infill Development and Traditional Neighborhood Design Guidelines) In Priority Areas	Transit Oriented Design (TOD) in Priority Areas	Integrated Natural Resource Mgmt Plan (INRMP) Phase 2	Park and Trails Master Plan (All ready in progress_No funding requested)
<p>1 What strategies will be used to meet the water conservation objective?</p> <p>2 What indicator(s) will be used to measure the outcomes?</p> <p>3 How will this proposal help the State achieve its goal to reduce water consumption 20 % by 2020?</p> <p>4 Explain how this proposal is consistent with the Integrated Regional Water Management Plans?</p>	<p>Will include measurable indicators for development projects</p> <ul style="list-style-type: none"> Gallons/day water usage Reduce water use by 35% on new construction through installation of water conserving appliances, shower heads and toilets and reduced landscaping. Policies and Ordinance will be consistent with the EDC Water Agency Water Management Plan http://www.edcgov.us/water/final_water_resources_plan.html required by the IRWP 		<ul style="list-style-type: none"> Increased required native species landscaping Implement Greenbuilding Code Reduced allowable gal/day water usage for landscape maintenance Gallons/day water usage Reduce water use by 35% on new construction through installation of water conserving appliances, shower heads and toilets and reduced landscaping. Policies and Ordinance will be consistent with the EDC Water Agency Water Management Plan http://www.edcgov.us/water/final_water_resources_plan.html required by the IRWP 	<ul style="list-style-type: none"> Require new developments to use new Green Building Code Increased required native species landscaping. Native species landscaping reduces water usage by utilizing natural rainfall once plants are established. Reduced allowable gal/day water usage for landscape maintenance Gallons/day water usage Reduce water use by 35% on new construction through installation of water conserving appliances, shower heads and toilets and reduced landscaping. Policies and Ordinance will be consistent with the EDC Water Agency Water Management Plan http://www.edcgov.us/water/final_water_resources_plan.html required by the IRWP 	<ul style="list-style-type: none"> Promotes oak tree retention, which increases shade and natural landscaping, thereby reducing water use. Increase of oak woodland retained in development. Reduce water usage by retaining native oak trees which utilize natural rainfall. Protects watershed values (via reducing erosion) by promoting habitat conservation. Riparian setbacks reduce water quality impact. 	<ul style="list-style-type: none"> Use of low-flow fixtures Landscaping w/ drought-tolerant & native species Watering at night or dawn/dusk.
<p>Promote Energy Efficiency and Conservation</p> <p>1 What strategies will be used to meet the energy efficiency and conservation objective?</p> <p>2 What indicator(s) will be used to measure the outcomes?</p>	<ul style="list-style-type: none"> Analysis will be included in the inventory. Energy Consumption 		<ul style="list-style-type: none"> Develop targets that can be used to measure actual attainment of both energy savings and the reduction in VMT Implement CalGreen Building Code Encourage Energy Star appliances, water saving fixtures or flow restriction requirements for new construction Residential Energy Consumption Reduction of VMT of vehicles and light trucks 	<ul style="list-style-type: none"> Develop targets that can be used to measure actual attainment of both energy savings and the reduction in VMT Encourage Energy Star appliances, water saving fixtures or flow restriction requirements for new construction Residential Energy Consumption Reduction of VMT of vehicles and light trucks 	<ul style="list-style-type: none"> Conservation of native trees on development sites lowers energy use by providing shade to the built structures, reducing air conditioning use, and thereby reducing GHG emissions at the power plant. Percentage of native oak trees retained on development site. 	<ul style="list-style-type: none"> Passive lighting of restroom facilities (skylights) Use of low wattage outdoor lighting (LED, etc)
<p>Strengthen the Economy</p>						

Sustainable Communities Grant, Potential DOT projects	Develop an emission inventory, projections and emission reduction indicators	Traffic Model Update	Mixed-Use Phase 2 (Infill Development and Traditional Neighborhood Design Guidelines) In Priority Areas	Transit Oriented Design (TOD) in Priority Areas	Integrated Natural Resource Mgmt Plan (INRMP) Phase 2	Park and Trails Master Plan (All ready in progress_No funding requested)
<p>1 What strategies will be used to meet the economy objective?</p> <p>2 What indicator(s) will be used to measure the outcomes?</p>	<p>• Inventory will provide support for emerging green and sustainable industries, alternative energy research, and a healthy built environment.</p> <p>• Complete existing inventory for Commercial/Industrial • Complete forecast for Commercial/Industrial</p>	<p>Traffic model will identify needed and efficient transportation systems (including transit, bike and pedestrian routes) that will result in increased economic activity within appropriate land use designations identified in the County General Plan</p> <p>Net business formation</p>	<p>• Amend General Plan MUD Policy to increase density in commercial area • Develop and Implement Infill Development Ordinance with Commercial and Industrial Incentives • Develop and Implement TND to require services as part of residential developments</p> <p>• Jobs/housed workers balance • Employment density Demand for Commercial Development</p>	<p>• TOD leads to increased mobility of goods and services • Higher, more stable property values • Less expensive than building roads and sprawl • Enhanced ability to maintain economic competitiveness</p> <p>• Employment proximity to transit; % of employees within 1/4 mile of transit</p>	<p>• Open space, obtained through mitigation funding, enhances surrounding land values. • Publicly accessible open space promotes eco and geo tourism.</p> <p>• Acres of publicly accessible protected/conserved land</p>	<p>• Development contracted through competitive bidding • Parks and trails enhance surrounding land values • "Exercise derived from recreational activities lessens health related problems and subsequent health care costs. Every year, premature deaths costs American companies an estimated 132 million lost work days at a price tag of \$25 billion. Finding and training replacements costs industry more than \$700 million each year. In addition, American businesses lose an estimated \$3 billion every year because of employee health problems (National Park Service, 1983). • Trails and greenways promote tourism and recreation-related spending • A park often becomes one of a city's signature attractions, a prime marketing tool to attract tourists, conventions, and businesses.</p>
Priority Considerations						
<p>1 Proposal demonstrates ongoing collaboration with state, regional, local, public and private stakeholders and community involvement</p> <p>a Describe tasks undertaken by all entities involved in the work plan</p> <p>b Describe how other entities will be engaged in the development and/or implementation of the Proposal (e.g. local govt, state entities, COGs, MPOs, transit agencies, health agencies, air districts, local business, landowners, general public, environmental groups, low income households, and/or groups that represent them, etc)</p> <p>c Describe how the community will be engaged in the planning process</p>	<p>• See Appendix M</p>	<p>• See Appendix M</p> <p>SACOG, CALTRANS, Sacramento County, City of Folsom, El Dorado Transit, the South East Connector Corridor Joint Powers Authority will be engaged in reviewing and commenting on major milestones in the development of the traffic model.</p> <p>The general public will be afforded the opportunity to comment and provide input to the model on existing and proposed land use, model assumptions and general end use requirements at critical milestones during the model development.</p>	<p>• See Appendix M</p> <p>• Establish stakeholders and advisory group for review of drafts and support of final product.</p> <p>• Public Notice and County Web Page • Regular public hearings and workshops</p>	<p>• See Appendix M</p> <p>• Public Notice and County Web Page • Regular public hearings and workshops</p>	<p>• See Appendix M</p> <p>• ISAC/PAWTAC, USFWS, CDFG - regular meetings for advice and recommendation to BOS • Business and environmental groups represented on advisory committees</p> <p>• Web page • Regular public hearings and workshops</p>	<p>• See Appendix M</p> <p>• Coordination with EDH & CP CSD and Georgetown Rec Dist. • Public input during scoping and drafting of document • Adoption by Board at public hearings • Coordination with EDTA for transit routes/stops</p> <p>• All aspects of Plan development open to public for review and comment • Public input solicited through workshops, surveys, public hearings</p>
<p>2 Proposal demonstrates strategies or outcomes that can serve as best practices for communities across the state <i>NOTE: tools, processes and data funded by the grant must be posted on website.</i></p>						
<p>a Does the proposal include tools or processes that could be easily accessed and used by other gov agencies to develop plans or strategies for sustainable communities?</p>	<p>• Yes</p>	<p>• Yes</p>	<p>• Yes</p>	<p>• Yes</p>	<p>• Yes</p>	<p>• Posting on website of draft Plan during development and final after adoption</p>

oints)

As Many as Possible (0-28 PC)	Sustainable Communities Grant, Potential DOT projects	Develop an emission inventory, projections and emission reduction indicators	Traffic Model Update	Mixed-Use Phase 2 (Infill Development and Traditional Neighborhood Design Guidelines) In Priority Areas	Transit Oriented Design (TOD) in Priority Areas	Integrated Natural Resource Mgmt Plan (INRMP) Phase 2	Park and Trails Master Plan (All ready in progress_No funding requested)
	b How will your agency promote and share the Proposal's information, tools, or processes?	• County and Partner Website	• County and Partner Website	• County and Partner Website	• County and Partner Website	• County and Partner Website	• County and Partner Website
	3 Proposal is leveraged with additional resources (in-kind or funds)						
	Identify funding sources and amount already committed to the proposal and expected timing of funds. Detail whether funds are in the form of cash contributions, in-kind services, volunteer effort, donated labor or materials, technical expertise. Identify potential future funding sources and the amount expected to be committed to the proposal. Detail whether funds are in the form of cash contributions, in-kind services, volunteer effort, donated labor or materials, technical expertise.	<ul style="list-style-type: none"> • See Budget - Appendix L 	The project will be funded in part by the County of El Dorado Department of Transportation Traffic Impact Mitigation Fees in an estimated amount of \$418,000 <ul style="list-style-type: none"> • See Budget - Appendix L 	<ul style="list-style-type: none"> • See Budget - Appendix L 	<ul style="list-style-type: none"> • See Budget - Appendix L 	<ul style="list-style-type: none"> • See Budget - Appendix L 	
	4 Proposal addresses climate change impacts						
	Identify the potential climate change impacts on the population, or human or natural areas, or systems most vulnerable to those impacts within the planning area. How does the proposal improve adaptation to the impacts for these populations, human or natural areas, or systems?	<ul style="list-style-type: none"> • Indicators will be included in final report • Findings will be included with final report 	Reduced per capita VMT and increased transit ridership will result in reduced vehicle emissions and reduced PM	Will supports and encourages developments that reduces time spent commuting, protects farmland and open space, protects water quality and air quality through the reduction of airborne pollutants, increases health benefits, and reduces road and other infrastructure costs and energy security. <ul style="list-style-type: none"> • reduces time spent commuting, protects farmland and open space, protects water quality and air quality through the reduction of airborne pollutants, increases health benefits, and reduces road and other infrastructure costs and energy security. 	Will supports and encourages developments that reduces time spent commuting, protects farmland and open space, protects water quality and air quality through the reduction of airborne pollutants, increases health benefits, and reduces road and other infrastructure costs and energy security. <ul style="list-style-type: none"> • reduces time spent commuting, protects farmland and open space, protects water quality and air quality through the reduction of airborne pollutants, increases health benefits, and reduces road and other infrastructure costs and energy security. 	<ul style="list-style-type: none"> • Climate change will make species' movements more difficult in search for forage, water, and nursery habitat. The INRMP will identify important habitat to indicator species, and will identify connectivity corridors. 	Results of inaction towards GHG emissions could result in the following impacts in our specific area: <ul style="list-style-type: none"> • Drought, water resources • Increase in average temperatures • Increase in extreme heat events • Decrease in air quality <ul style="list-style-type: none"> • Provides non-motorized recreation and commuting opportunities
	5 Proposal serves an economically disadvantaged community	Yes	Yes	Yes	Yes	Yes	Yes
	Organizational Capacity						
	1 What is your organization's experience in completing this type of Proposal or similar Proposals?	<ul style="list-style-type: none"> • "Environmental Vision for El Dorado County" Resolution No. 29-2008, 	<ul style="list-style-type: none"> • The Department of Transportation has maintained a traffic modeling system since 1993. 	<ul style="list-style-type: none"> • Federal and State Community Development and Community Service Block Grants • Federal DOT and Cal Trans Transportation grants 	The County maintains a Zoning Ordinance and Development Design manual that will now incorporate development around transit.	<ul style="list-style-type: none"> • Completed OWMP, a component of the INRMP 	
	2 Do you have active partners that will help develop the Proposal? How?	<ul style="list-style-type: none"> • El Dorado County AQMD 		<ul style="list-style-type: none"> • MUD Stakeholders group established for MUD 1 adopted 12/10/2009 • 5 Community Design Advisory Groups appointed by the Board of Supervisors • Assist with gaining public participation and community support for amending General Plan MUD policies and the development of TND guidelines 	The Board of Supervisors had appointed an Economic Development Advisory Board that includes a Regulatory Review committee. This committee has been very active in the revisions of both the ZO and DISM.	<ul style="list-style-type: none"> • ISAC/PAWTAC - Advise staff and provide recommendation to BOS 	

	Sustainable Communities Grant, Potential DOT projects	Develop an emission inventory, projections and emission reduction indicators	Traffic Model Update	Mixed-Use Phase 2 (Infill Development and Traditional Neighborhood Design Guidelines) In Priority Areas	Transit Oriented Design (TOD) in Priority Areas	Integrated Natural Resource Mgmt Plan (INRMP) Phase 2	Park and Trails Master Plan (All ready in progress_No funding requested)
(0-12 Points)	<p>3 How will the Proposal be kept on schedule and within budget?</p> <p>4 If the Proposal goes over budget, explain your contingency plan to cover the cost.</p> <p>5 Identify in the work plan how the proposal will be implemented, including zoning updates if applicable.</p>	<ul style="list-style-type: none"> .1 FTE dedicated to the tracking and administrative oversight. Consultant will be selected based on previous experience and ability to stay within budget. Consultant will be selected based on experience and budget. Any additional cost will be covered by County General Fund RFQ's and RFP's will be used to select consultant. Any actions resulting from the plan will be completed by one of the following tasks or through subsequent staff work. 	<p>Active Project Management tools such as MS Project software, Resource loading and leveling</p> <p>Cover any over budget expenses with County of El Dorado Traffic Impact Mitigation Fees</p>	<ul style="list-style-type: none"> .5 FTE dedicated to the program; regular Planning Commission and BOS workshops and hearings Active Project Management tools such as MS Project software, Resource loading and leveling Program and guideline development will be completed within budget. A supplemental to the GP EIR is anticipated but may require full EIR for adoption. Should full EIR be required funding will be made available through County General Fund; increasing in-kind match and overall leverage by the County toward the Grant. Amend General Plan MUD Policies to bring into line with SB375 Amend General Plan Land Use Map/Zoning Maps to identify targeted MUD areas Amend MUD Design Guidelines including the addition of TND guidelines. 	<ul style="list-style-type: none"> .5 FTE dedicated to the program; regular Planning Commission and BOS workshops and hearings Active Project Management tools such as MS Project software, Resource loading and leveling 	<ul style="list-style-type: none"> .5 FTE dedicated to program; regular reporting to CAO and BOS Active Project Management tools such as MS Project software, Resource loading and leveling Program includes update to Important Bio Corridor overlay designation on GP land use map Implementing ordinance to be adopted as conclusion to program 	<ul style="list-style-type: none"> Experienced planners Realistic timelines Policies developed used to guide County decisions on land use, park development Policies applied to new development proposals

Total Point 100. Must receive at least 65 to even be considered for funding.