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June 4, 2010

TO: Members: Housing, Community & Economic Development Policy Committee

FROM: Ron Garcia (Chair), Mayor, Brea  
Dane Wadlé, League Staff (916) 658-8218

RE: **POLICY COMMITTEE MEETING**  
DATE: **Friday, June 18, 2010**  
TIME: **10:00 a.m. – 3:00 p.m.**  
PLACE: **Sacramento Convention Center**  
**1400 J Street, Sacramento, Room 204, CA 95814**

Attached are the agenda and background materials for the upcoming policy committee meeting. If you plan to attend, and have not yet returned the attendance form, please contact Linda Welch Diamond at [ldiamond@cacities.org](mailto:ldiamond@cacities.org) **before 10:00 a.m. on June 9th**. Registration for this meeting is not required; however, your response will help us determine the meal count.

**TRANSPORTATION, PARKING and DRIVING DIRECTIONS** are provided on the back of this letter.

**OVERNIGHT ACCOMODATIONS:** As previously informed in your highlights packet, the League reserved a block of rooms at the Hyatt Regency Hotel, 1209 L Street, Sacramento, (800) 233-1234, (916) 443-1234. The deadline for obtaining the League's discounted rate (\$114+ tax & fees) was June 4; however, you are welcome to contact the hotel for availability.

**Deadline for Submitting Annual Conference Resolutions**

Friday, July 16, 2010, 5 p.m., for submittals by regular mail; or

Saturday, July 17, midnight, for submittals by e-mail/fax

For more information, visit: [www.cacities.org/resolutions](http://www.cacities.org/resolutions) or contact: [ldiamond@cacities.org](mailto:ldiamond@cacities.org)

## **League of California Cities Policy Committee Meetings – June 17 & 18, 2010**

**Meeting Locations:** Sacramento Convention Center: 1400 J Street, Sacramento 95814 **OR**  
League of California Cities: 1400 K Street, Sacramento 95814 (*EQ & ER committees*)  
(*The League office is located directly behind the Convention Center*)

### **AIR TRANSPORTATION:**

Low, refundable airfares are available through the Enhanced Local Government Airfare Program. The program requires that a city be pre-registered; check with your city's travel coordinator. This program is ticketless and includes Southwest, United and United Express. For city pairs, rates, or if your city has not yet registered, please check the League Web site at <http://www.cacities.org/travel> for details.

### **TRANSPORTATION FROM AIRPORT:**

**YOLOBUS information** - <http://www.yolobus.com/m3.html> - (530) 666-BUSS (2877)

**Cost:** \$2.00 each way; seniors (62+) /Disabled, \$1.00

**Travel time:** The bus ride is approximately 20-30 minutes.

#### **From the Airport. (Bus 42A)**

Buses run every hour (at approximately 19 minutes past the hour). After departing plane, go to the island outside and locate Public Transit. This is where you will catch YOLOBUS

**SUPERSHUTTLE** (1-800-BLUE VAN): Upon arrival at the airport, claim your luggage then proceed to the **SuperShuttle** ground transportation booth. A representative will arrange SuperShuttle transportation to your destination. Reservations are not required. **One-way ticket per person: \$14.00 (\$11 each additional). Round trip ticket per person: \$26.00.**

**Please note:** Downtown hotels do **NOT** provide shuttle service from the airport.

**CABS** are quoted between **\$30.00 to \$40.00** from airport to downtown.

### **RETURN TO AIRPORT:**

**SuperShuttle** (1-800-BLUE VAN) makes regular stops every 1/2 hour in front of these hotels, both within easy walking distance of the Convention Center:

Hyatt Sacramento, 1209 L Street, Sacramento - (916) 443-1234

Sheraton Grand, 1230 J Street, Sacramento - (916) 447-1700

#### **YOLOBUS: Back to Airport (Bus 42B) Pickup location: L & 13<sup>th</sup> Streets**

Buses run every hour (at 5 minutes past the hour). The bus ride is approximately 20-30 minutes.

### **DRIVING DIRECTIONS:**

Below are suggested driving directions to the Convention Center and may not be the most efficient route from your starting point. There are many websites which offer assistance with driving directions. Here are two that may be helpful:

[www.mapquest.com](http://www.mapquest.com), and <http://maps.yahoo.com/>

**From I-5:** Exit "J" Street. The Convention Center is located on "J" Street (one-way) between 13<sup>th</sup> & 15<sup>th</sup> St.

**From I-80 (West traveling East):** Take I-5 North, then follow the above directions.

**From I-80 (East traveling West):** Take I-80 to Capitol City Freeway (right lanes); Exit 160 Downtown (right lanes). When freeway ends, merge to near left lane. Turn left on "J" Street, go 1 block.

**From the South on Highway 99:** Take 99 North to Business 80 West (Capitol City Freeway). Exit at 16<sup>th</sup> Street. Continue on 16<sup>th</sup> Street, and turn left on "I", then left on 13<sup>th</sup> Street.

### **PARKING:** (*Allow time for parking; the downtown area is congested*)

There are numerous public parking garages in the vicinity. Those **closest to the Convention Center** are located at 13<sup>th</sup> and "J" Streets - directly across from the Sheraton Grand Hotel and the Convention Center. From "J" Street (one way), turn left on 13<sup>th</sup> Street; entrances to the parking lots are on both the left and the right. The Hyatt Hotel has its own parking garage and valet parking. From "J" Street, turn right on 13<sup>th</sup> Street, then right on "L" Street. The parking garages **closest to the League offices** are on "K" Street next to the Capitol Garage, corner of 15<sup>th</sup> & "K" Streets (enter from K Street).

### **HOTEL:**

**Hyatt Regency Hotel**, 1209 L Street, Sacramento – (800) 233-1234, (916) 443-1234. Ask for League of California Cities discounted room block on June 16 & 17<sup>th</sup>. The deadline for obtaining League rate (\$114+ tax & fees) is June 4, or until sold out.

**HOUSING, COMMUNITY & ECONOMIC DEVELOPMENT  
POLICY COMMITTEE  
Friday, June 18, 2010  
10:00 a.m. – 3:00 p.m.  
Sacramento Convention Center, Room 204, 1400 J Street, Sacramento**

**A G E N D A**

*Note: Staff will provide committee members a full analysis of new or changed items before the meeting. Visit [www.cacities.org/billsearch](http://www.cacities.org/billsearch) to review the full text of the bills. The League's standard position on tracking legislation is "watch" until an official position is taken.*

**I. Welcome and Introductions**

**II. Public Comment**

**III. State Budget Update** *(For Information)*

- *Written Material: Available Day of Hearing*

- *Speaker: Dan Carrigg, Legislative Representative, League of CA Cities*

**IV. RTAC Update** *(For Information)*

*Written Materials: Available Day of Meeting*

Staff will summarize the information presented to the Regional Targets Advisory Committee related to setting the targets under SB 375 for each Metropolitan Planning Organization.

**V. League Board Report** *(For information)* (11:00 am)

- *Speaker: Robin Lowe, League Board President & Council Member, City of Hemet*

- *Update on League's Ballot Initiative*
- *Rationale for Board's Deferral of AB 32/SB 375 Recommendations*
- *Follow-up: LCC Officers Meeting w/Governor & ARB Chair Mary Nichols*

**VI. Regional Planning Discussion** *(Discussion and Potential Action)* (11:30am)

*Written Materials: Regional MPO-COG Issues (Attachment A)*

- *Speaker: Mike McKeever, Executive Director, Sacramento Area Council of Governments*

**VII. State Legislative Agenda** *(Action Item)*

*The following bills are set for the committee's consideration. Legislation is subject to change. In addition, new items may be added. A full analysis of all bills will be available the week of the meeting.*

- *AB 2304 (Huffman). Groundwater Management Plans, Components.* Requires local agencies to provide groundwater management plan information to interested parties. Also adds a new requirement to a management plan in order for an agency to access state funding. Enables a local agency to request state funds to complete the requirement as long as the request is consistent with eligibility requirements.
- *AB 2650 (Buchanan). Medical Marijuana.* Prohibits medical marijuana establishments from being located within a 600 foot radius of a school. Does not preempt any local ordinance adopted prior to January 1, 2011.

*-continued-*

- *AB 2754 (Perez). Office of Planning and Research (OPR) Duties.* Establishes a Planning and State Clearinghouse Unit within OPR and would transfer various OPR duties to the new Planning and Clearinghouse Unit.
- *SB 1427 (Price). Foreclosures: Property Maintenance* Requires cities to adopt a schedule of costs for all nuisance abatement measures related to abandoned or foreclosed properties prior to the collection of those costs.
- *SB 959 (Ducheny). Development Expedited Permit Review.* Requires all local agencies to have one point-of-contact to process permits.
- *SB 1006 (Pavley). Strategic Growth Council.* Expands eligibility for Prop 84 planning grants; allows funds to be used for climate adaption as well as mitigation.

**VIII. Federal Legislative Update (Informational)**  
- League Staff

**IX. Next Meeting: League Annual Conference** -Wednesday, September 15, 2010, San Diego, 11:00 a.m. – 12:30 p.m., location TBD

**COMPLIANCE WITH STATE LAWS**

**Brown Act Reminder:** *The League of California Cities' Board of Directors has a policy of complying with the spirit of open meeting laws. Generally, off-agenda items may be taken up only if:*

- 1) *Two-thirds of the committee members find a need for immediate action exists and the need to take action came to the attention of the committee after the agenda was prepared (Note: If fewer than two-thirds of policy committee members are present, taking up an off-agenda item requires a unanimous vote); or*
- 2) *A majority of the policy committee finds an emergency (for example: work stoppage or disaster) exists.*

*A majority of a city council may not, consistent with the Brown Act, discuss specific substantive issues among themselves at League meetings. Any such discussion is subject to the Brown Act and must occur in a meeting that complies with its requirements.*

**FPPC Reporting:** *Policy committee members should be aware that lunch is usually served at these meetings. The state's Fair Political Practices Commission takes the position that the value of the lunch should be reported on city officials' statement of economic interests form. Because of the service you provide at these meetings, the League takes the position that the value of the lunch should be reported as income (in return for your service to the committee) as opposed to a gift (note that this is not income for state or federal income tax purposes—just Political Reform Act reporting purposes). The League has been persistent, but unsuccessful, in attempting to change the FPPC's mind about this interpretation. As such, we feel we need to let you know about the issue so you can determine your course of action.*

*If you would prefer not to have to report the value of the lunches as income, we will let you know the amount so you can reimburse the League. The lunches tend to run in the \$30 to \$45 range. To review a copy of the FPPC's most recent letter on this issue, please go to [www.cacities.org/FPPCletter](http://www.cacities.org/FPPCletter)*

To: HCED Policy Committee Members

From: Bill Higgins, League Staff

Date: June 7, 2010

Re: Background Information on Issues Related to Regional Planning, Metropolitan Planning Organizations and Councils of Government.

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## I. INTRODUCTION

The role of regional planning, Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs) has been an underlying issue in several recent policy decisions. Local officials often have conflicting views about the value and role of MPOs and COGs. As a result, staff's goal here is to have a direct discussion about the role of regional decision making bodies in light of the League's mission and *Guiding Policies*.

## II. LEAGUE POLICIES

The following policies provide a baseline for any League discussion on regional planning issues.

- *Mission Statement*: To restore and protect local control for cities through education and advocacy in order to enhance the quality of life for all Californians.
- *Fourth Smart Growth Principle Coordinated Planning for Regional Impacts*: Coordinate planning with neighboring cities, counties, and other governmental entities so that there are agreed upon regional strategies and policies for dealing with the regional impacts of growth on transportation, housing, schools, air, water, wastewater, solid waste, natural resources, agricultural lands, and open space.
- *Regional Revenues*. Local government issues, programs and services do not always recognize local government jurisdictional boundaries. In cases where regional issues, programs, and services are identified, multi-jurisdictional revenues should then be identified and implemented. As an example, the sales tax has been considered and used by many countywide areas to address multi-jurisdictional transportation issues.
- *Large COG/MPO Governance*. (Although this is not listed in *Guiding Principles*, the League has formally adopted this position on at least three occasions in the last four years.) In instances where every city and county member does not have a current seat on the COG/MPO board, major board decisions that may affect the authority of local governments or affect certain funding decision must be approved by a majority of members representing a majority of the population or a process that allows every agency to participate with a vote.

### III. COMMENTS AND OBSERVATIONS

Councils of Governments (COGs) are associations of cities and counties. COGs were formed recognizing that there are issues that transcend local boundaries and must be dealt with by local government working together and planning a unified local response to regional concerns. They are generally joint powers authorities. COGs are represented in Sacramento by the California Councils of Government (CalCOG). A description of CalCOG duties is attached in the document titled, *What Does CalCOG do for and on Behalf of Its Members*.

COGs serve as a forum for local governments to prepare regional plans, deal with regional issues, set regional policy, strengthen the effectiveness of local government, and develop and maintain regional databases. Traditionally, this has been in the areas of transportation, housing, water and air quality, growth management, and environmental protection. They also serve as the area-wide clearing house for reviewing and assuring consistency between federal and state plans, projects and grants, and carry out various federal and state mandates. The roles of each regional council vary, based on the local needs of the region.

- **Definitions.** A Metropolitan Planning Organization is a regional body made up of elected local officials that have responsibility, among other things, for transportation planning and project funding decisions within a region. A Council of Government is very similar, but its primary responsibility under state law is to allocate the housing numbers under the Regional Housing Needs Allocation process. In many areas, the MPO and the COG are the same body.
- **Same People, Different Viewpoints?** Ultimately, the membership of the League and CalCOG are the same people: local officials representing cities. Despite this commonality, the League and CalCOG have been on the opposite sides of some issues. One question is how do our organizations get to the point where they are taking opposite sides of an issue when they generally represent the same people?
- **MPO's Original Role.** MPOs were originally created by federal law as a means to make transportation funding decisions on a regional basis. Later, these decisions were linked to air quality conformity findings under the Clean Air Act. California is somewhat unique in that the MPOs are made up wholly of local elected officials. In other states, state officials often sit on MPO boards.
- **Regional Governance Patchwork.** California has a patchwork of multi-county and regional governance. In addition to MPOs, air quality districts, regional water quality control boards, open space districts, and a number of other entities span local jurisdictional boundaries.
- **Growth of Regional Duties.** Over the years the duties of MPOs has grown. Many also distribute housing numbers under the state's Regional Housing Needs Allocation process. They are also responsible for air conformity findings in non-attainment areas under the federal Clean Air Act. Most recently, SB 375 requires

regions to include climate change planning within the regional transportation plan. Many local officials are concerned that the new planning authority of MPOs and COGs has come at the cost of local land use authority.

- ***Growth has Regional Impacts.*** When you take into account where people live and work, most people have a regional lifestyle. They live, work, and play in different communities—often different counties. Thus it makes sense to plan on a regional basis to address these impacts. For example, it makes no sense for one community to plan a through arterial road where the neighboring community will not approve it. Regional coordination is necessary for a variety of policy issues to maintain a quality of life that residents expect.
- ***STIP Project Decisions Delegated to Regions.*** Project selection authority for the State Transportation Improvement Program (STIP) was transferred to regional agencies in 1997. The state role is to review the project spending plan for trips within the metropolitan area. Then the state (California Transportation Commission) selects projects for interregional and rural projects that are either outside of or connecting multiple metropolitan regions.
- ***Regional Governance Structure.*** Most (16 of 18) MPOs in the state are governed by a board where every member city and county has a permanent seat on the board. The two largest MPOs, representing more than half (285) of the state's 480 cities, have smaller boards where not every member is represented each year (seats rotate between cities).
- ***Disconnect Between Governance and Voter.*** Perhaps more troubling, is that most people cannot have a say in their representative's vote on an MPO issue because most people live in a city council district where their elected council member does not serve on the MPO board. This disconnect became an issue for the League last year on a bill (SB 406) that would allow regional MPO boards to decide whether to impose a fee on automobiles to cover the cost of regional planning.
- ***Staff Driven Organizations?*** One critique of MPOs is that they are by their very nature staff driven organizations. Service as a MPO board member is often the sixth or seventh priority for the local elected officials who serve on the MPO board. Those local officials do not get elected (or lose an election) for their votes at MPO meetings. So, when figuring out where to allocate their time, board members are more likely to spend time on local issues, not scrutinizing MPO staff recommendations.
- ***A Resource for Local Agencies & Local Planning.*** The regional transportation plans created and adopted by MPOs are the one local planning document that is fully funded and regularly updated. An RTP must be updated every 4 or 5 years, depending on air quality status. The federal government provides the state's MPOs with approximately \$57 million each year to engage in planning activities. As a

result, regional transportation plans often include data that can be used in the development of local land use plans. Regional planning staff are also a useful resource for their agency members.

#### IV. QUESTIONS FOR COMMITTEE DISCUSSION

- Is the language within the League's current *Guiding Principles* sufficient to address issues of regional planning and funding?
- To what extent and under what conditions can the League, as an organization committed to protecting local discretion, support regional planning as a guiding principle?
- To what extent should the state take into account consistency with regional transportation plans (which include a sustainable communities strategy), alternative planning strategies if applicable, and regional blueprint documents when it is awarding grants or generally implementing state law and policy?
- Assuming that the state should take the content of these documents into account, to what extent, and under what circumstances, should decisions about funding or implementation be delegated to the regions?
- Should the League encourage the STIP decision-making model (where regions select projects that have regional impact) for other growth-related state programs?
- What are ways in which the League could work better with CalCOG? How do we improve communication at the regional level?
- Should the League add policy that encourages cities to work collaboratively to establish strong partnerships with MPOs in developing sustainable communities strategies, alternative planning strategies, and regional blueprints?



## WHAT DOES CALCOG DO FOR AND ON BEHALF OF ITS MEMBERS?

CALCOG's core mission is to educate and advocate on behalf of its members to ensure that their role as regional councils of local elected officials is understood and to promote a prominent role for member agencies in addressing the regional dimension of transportation, housing, environmental, economic and related issues.

### **1. Strengthening and Preserving our Partnership with California Transportation Commission and Caltrans**

In 1991 the Intermodal Surface Transportation Efficiency Act (ISTEA) restructured federal transportation planning and programming in a way that created more flexibility of funds and more importance of regional transportation plans.

A consensus emerged out of a realization that Caltrans, the California Transportation Commission (CTC), and the Regional Transportation Planning Agencies (RTPAs) (most of which are designated under federal law as Metropolitan Planning Organizations (MPOs) were like three legs of a stool and none could succeed without being in concert with the other two.

State legislation (SB 1435 Kopp – 1992) authorized California's MPOs and RTPAs to allocate federal funds for the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ). This was followed by SB 45 (Kopp) in 1997 which provided the similar local decision making for the State Transportation Improvement Program (STIP).

This level of partnership between state and local officials has not been established in other states. When each of the two succeeding governors has been elected since 1997 there has been a challenge to this partnership that has required efforts by CALCOG and its members to preserve. (A similar challenge may occur in 2011 when there will again be a new governor.)

CALCOG and its members must work continuously to be good partners and to insist on the same from Caltrans and the CTC, approaching each major issue reflecting the original consensus.

Equally important has been to continually educate legislators, legislative staff and other stakeholders on how these programs work to maintain their support for this approach which is frequently an issue in new state and federal transportation funding.

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## **2. Transportation Financing**

CALCOG member agencies have the most extensive and comprehensive knowledge of transportation needs and the lack of adequate funding. As an organization of diverse local elected officials who may not agree on specific financing proposals, CALCOG has a more limited role in financing than in its advocacy for the role of regions in allocating funds.

Transportation financing involves many other organizations, both public and private, including the owners, operators, contractors and engineers associated with transportation projects. CALCOG works in partnership with these organizations to educate decision makers and stakeholders regarding the needs and value of transportation funding.

CALCOG joins to advocate in support of increased funding to the extent that there is a sufficient consensus of support among member agencies for each particular funding proposal.

## **3. Regional Housing Needs, SB 375 Implementation, Strategic Growth Council - New Opportunities and Challenges**

One of the most important, stated reasons for giving local elected officials serving on regional agencies more control over transportation funding allocations was to make the people who made the land use decisions that generated the need for transportation more accountable for the consequences of those land use decisions in allocating transportation funds.

The emergence of regional blueprints and the newly mandated sustainable communities strategy (SCS) (and possible alternative planning strategy, or APS) reflect the need to address those needs, not only through expanding the capacity of transportation systems, but also to reduce demand through more efficient land use decisions.

This will only succeed to the extent that CALCOG member agencies work with and incentivize their member local governments to support land use decisions and projects that will reduce vehicle trips, infrastructure costs and preserve open space and air quality.

These regional strategies identify locations and criteria for development projects that inform state agencies with authority over grants that influence development and lead to the potential for a new partnership with the state.

Central to that partnership is the Strategic Growth Council which was created by SB 732 (Steinberg, 2008) a companion bill to SB 375 (Steinberg – 2008). CALCOG is

working to develop coordination between State investments and regional and local planning.

SB 375 also brought together the regional transportation planning process with the regional housing needs allocation process. The passage of this law creates opportunities to improve this program and the relationship with the State Department of Housing and Community Development, not only in how regional housing needs are allocated, but in coordinating State decisions regarding housing funds so that they best support transportation and other policy objectives.

Presently a high priority is assuring regions and local governments of the funding needed to develop the plans and implementing projects.

#### **4. Relationships with other Organizations**

Besides the state agencies that administer programs directly affecting regional agencies CALCOG works to inform other affected federal state, regional and local agencies as well as private sector groups, environmental and other public interest organizations, universities and others interested in the mission of CALCOG member agencies and potential partners in policy objectives.

#### **5. Legislation - Only Occasionally Will A Bill Directly Affect The Programs Managed By CALCOG Member Agencies**

SB 1435, SB 45, SB 375 and SB 732 are among the few bills enacted over the past 20 years that have a significant direct impact on CALCOG agencies' authority and responsibility. Nonetheless, CALCOG must monitor all legislation related to transportation, housing, environmental quality, land use and planning, and present these to the membership to determine those measures for which CALCOG should take a position and also to consistently inform legislators, legislative staff, state officials and other stakeholders on these issues.

In addition, CALCOG must monitor Caltrans, Housing and Community Development, and other state agency budget issues which may affect programs important to CALCOG member agencies.

All of the larger member agencies within CALCOG have their own lobbyists and expend considerable resources on that function leaving only a modest role for CALCOG on most legislation. On issues of broad concern and consensus, CALCOG can coordinate and bring together lobbyists representing CALCOG member agencies.

## **6. Federal Policy**

CALCOG does not directly advocate on Federal issues. Many larger agencies have their own individual lobbyist in Washington DC and also participate individually in policy development of national organizations such as NARC (National Association of Regional Councils) AMPO (Association Metropolitan Planning Organizations), and APTA (American Public Transportation Association).

CALCOG's primary role is to partner with Caltrans and the Business Transportation Housing Agency to develop a statewide unified position for the State on transportation issues, now including the strategic growth council and related issues.

## **7. Member Support Not Directly Related to Policy**

As a small organization representing a small number of government agencies, CALCOG has not provided extensive education or technical support for its member agencies. Rather it provides information and support on an as-requested basis. Each year we do a number of surveys on salaries of staff, status of adoption of various plans, and other information that is requested by our member agencies or a partner state agency in conjunction with programs.

CALCOG is in the process of developing a series of networks whereby staff of agencies that perform similar functions can exchange ideas and share problems and solutions.

## **8. Policy Development**

There are six meetings a year in Sacramento of the executive directors of member agencies which are primarily related to policy development and discussion with Caltrans and other State officials.

These are advisory to our CALCOG delegates who are board member local elected officials representing each member agency. The delegates meet twice a year that include presentations and information from state officials and others to support them as regional leaders and inform their decision making in setting CALCOG policy.

In between these two meetings are four meetings of CALCOG's executive committee comprised of a portion of these delegates representing a balanced cross section of member agencies. These meetings are held in Sacramento to direct our policy and to facilitate greater interaction between the local elected officials serving as regional leaders and state officials. One of these meetings is held in conjunction with CALCOG's Capitol Day at which we encourage member agencies to bring their leaders to meet with state legislators and state officials.



**Mike McKeever**  
Executive Director

Mike McKeever, AICP, was appointed Executive Director of the Sacramento Area Council of Governments Board of Directors on December 17, 2004. Previously, Mr. McKeever, was project manager of the Blueprint Project at SACOG.

Over his 20-year career specializing in the field of planning, he has owned and managed two private businesses that specialized in working with local governments on innovative multi-jurisdictional projects. He has been instrumental in developing cutting-edge planning techniques to integrate land use and transportation planning.

Mr. McKeever was the founder and President of McKeever/Morris for 13 years and then a Senior Supervising Planner for Parsons Brinckerhoff, before joining SACOG as Blueprint Project Manager in 2001.

More recently, Mr. McKeever was the principal creator of PLACE<sup>3</sup>S planning method and software, designed to help professional and citizen planners to understand the connections between land use, transportation, and air quality issues. He has authored several manuals and guidebooks on various aspects of local government collaboration, and has taught Stretching Community Dollars seminars throughout California for the City, County, Schools Partnership to help these units of government find creative ways to work together.

Mr. McKeever has also been involved in projects with the Sacramento Regional Transit District, and regional planning projects in Portland, Oregon; Salem, Oregon; San Diego, California; San Francisco, California; Chicago, Illinois; Albuquerque, New Mexico; Austin, Texas; and Victoria, British Columbia.

He is a native of Nampa, Idaho and received his B.A. with Honors from the University of Oregon. He lives in Sacramento with his wife and stepchildren.

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Contact: Rebecca Thornton Sloan or Erik Johnson

916-321-9000

March 2008