

STAFF REPORT



MEETING DATE:	September 13, 2016
SUBJECT:	Correspondence
AGENDA ITEM:	5-5
STAFF CONTACT:	Janie Coffman, Executive Assistant

Attached is correspondence determined to be of interest to the board of directors:

- June 27, 2016, letter from Federal Transit Administration to Malcolm Dougherty, Director, California Department of Transportation, regarding Approval of FY 2016/17 Overall Work Programs
- June 29, 2016, letter from Redding Area Bus Authority (RABA) to Shasta Regional Transportation Agency (SRTA), regarding On-Demand Sunday Transit Service
- June 29, 2016, letter from city of Redding to Shasta Regional Transportation Agency (SRTA), regarding On-Demand Sunday Transit Service
- June 30, 2016, letter from Congressman Doug LaMalfa to Anthony Foxx, Secretary, U.S. Department of Transportation, regarding FTA "Mobility On-Demand" Sandbox Grant – Shasta County Sunday Transit Service
- July 7, 2016, letter from Congressman Doug LaMalfa to Anthony Foxx, Secretary, U.S. Department of Transportation, regarding TIGER and FASTLANE grant applications
- July 13, 2016, letter from Shasta Regional Transportation Agency (SRTA) to Nicole Dolney, California Air Resources Board, regarding SRTA recommendation for SB375 target update for year 2035
- July 20, 2016, letter from Shasta Regional Transportation Agency (SRTA) to Bruce De Terra, Department of Transportation, regarding Administration Modification No. 9 to the Shasta County 2015 Federal Transportation Improvement Program (FTIP)
- August 10, 2016, letter from Shasta Regional Transportation Agency (SRTA) to Ian Howat, Caltrans District 2, regarding support for city of Redding's HSIP application for Churn Creek Road/Maraglia Street Safety Improvement Project
- August 18, 2016, email from Shasta Regional Transportation Agency (SRTA) to Angela Byrd Udovich, city of Redding, regarding support for Redding Area Bus Authority (RABA) Federal Transit Administration (FTA) 5339 funding application
- August 24, 2016, letter from the Department of Housing and Community Development to Brian Crane, Director of Public Works, city of Redding, regarding Redding Downtown Loop and Affordable Housing Project (PIN 34761)
- August 26, 2016, letter from Shasta Regional Transportation Agency (SRTA) to Muhaned Aljibiry, Department of Transportation, regarding Administration Modification No. 10 to the Shasta County 2015 Federal Transportation Improvement Program (FTIP)
- August 26, 2016, letter from the North State Super Region to Anthony Foxx, Secretary, U.S. Department of Transportation, regarding the 2016 National Multimodal Freight Network (NMFN), Docket No. FHWA-2016-0017

- August 29, 2016, letter from Shasta Regional Transportation Agency (SRTA) to Randall Winston, Executive Director, California Strategic Growth Council, regarding Redding Downtown Loop & Affordable Housing Project
- August 29, 2016, letter from city of Redding to Eugene Lee, Section Chief, California Department of Housing and Community Development, regarding Redding Downtown Loop Affordable Housing Project (PIN 34761)



Daniel S. Little, AICP, Executive Director



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California, Hawaii,
Nevada, and the territories of
Guam, American Samoa and the
Northern Mariana Islands

90 Seventh Street
Suite 15-300
San Francisco, CA 94103-6701
(202) 731-9652
(202) 713-0097 (fax)

Mr. Malcolm Dougherty
Director
California Department of Transportation
1120 N Street
MS 49
Sacramento, CA 95814

JUN 27 2016

Re: Approval of FY 2016/17 Overall Work
Programs

Dear Mr. Dougherty,

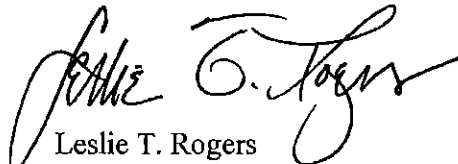
The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have reviewed FY 2016/17 Overall Work Programs (OWPs) for California Metropolitan Planning Organizations (MPOs). Based on this review and in accordance with the FHWA/FTA Memorandum of Understanding, FTA approves final OWPs from the following MPOs for FTA 49 USC Section 5303, 5304 and FHWA Metropolitan Planning (PL) funding:

- Association of Monterey Bay Area Governments
- Butte County Association of Governments
- Council of Fresno County Governments
- Kern Council of Governments
- Madera County Transportation Commission
- Metropolitan Transportation Commission
- San Diego Association of Governments
- San Joaquin Council of Governments
- San Luis Obispo Council of Governments
- Santa Barbara County Association of Governments
- Shasta County Regional Transportation Planning Agency
- Southern California Association of Governments
- Stanislaus Council of Governments
- Tahoe Metropolitan Planning Organization
- Tulare County Association of Governments

This approval authorizes reimbursement of metropolitan planning activities under Title 23 and Title 49. FTA's Circular 8100.1C identifies eligible grant activities. Please see Chapter II, page II-2 for a complete list. This approval is authorized only for planning-eligible activities, and not for project implementation or project oversight of non-planning tasks. Any activities funded in the OWP using other Federal program funds (STP, CMAQ, etc.) are not approved and must be submitted for authorization using the E-76 approval process.

As in previous years, we ask that copies of Final OWPs be sent to FTA and FHWA as well as Caltrans by June 1st next year. If you have questions regarding this matter, please contact Alex Smith, Community Planner, at (415) 734-9472 or by e-mail at Alexander.Smith@dot.gov.

Sincerely,



Leslie T. Rogers
Regional Administrator

cc: Erin Thompson, Caltrans Division of Transportation Planning
Jack Lord, FHWA California Division



June 29, 2016

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: On-Demand Sunday Transit Service

Dear Mr. Little:

I support the Shasta Regional Transportation Agency's (SRTA) FTA 'Mobility on Demand' (MOD) Sandbox Program grant application for the introduction of on-demand Sunday transit service. This project will support the following goals and objectives of the MOD Sandbox Program:

1. Promote transit efficiency through the implementation of mobility on demand technology and partnerships;
2. Prepare regional transit services for mobility on demand technology via a pilot program; and
3. Measure the impact of mobility on demand services on travelers and the regional transit system.

Sunday service has long been a transit need identified in the community that we have unfortunately been unable to meet. This grant will allow us to test the market in an innovative and potentially more efficient manner.

My staff and I look forward to working with SRTA on this user-driven Sunday transit service. Good luck on the grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Crane", is written over a horizontal line. The signature is fluid and cursive, with the first name "Brian" being more prominent than the last name "Crane".

Brian Crane, Executive Director
Redding Area Bus Authority



CITY OF REDDING

777 CYPRESS AVENUE, REDDING, CA 96001

P.O. Box 496071, REDDING, CA 96049-6071

**PUBLIC WORKS
ENGINEERING DIVISION**

530.225.4170
530.245.7024

June 29, 2016

Daniel S. Little
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Suite 202
Redding, CA 96001

Subject: On-Demand Sunday Transit Service

Dear Mr. Little:

I support the Shasta Regional Transportation Agency's (SRTA) FTA 'Mobility on Demand' (MOD) Sandbox Program grant application for the introduction of on-demand Sunday transit service. This project will support the following goals and objectives of the MOD Sandbox Program:

1. Promote transit efficiency through the implementation of mobility on demand technology and partnerships;
2. Prepare regional transit services for mobility on demand technology via a pilot program; and
3. Measure the impact of mobility on demand services on travelers and the regional transit system.

Sunday service has long been a Redding transit need that many in our community have asked for but has not penciled for the Redding Area Bus Authority. This grant will allow the SRTA to work with area providers and transit users and test the market in an innovative and potentially efficient manner.

My staff and I look forward to working with SRTA on this user-driven Sunday transit service. Good luck on the grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Crane", is written over a horizontal line.

Brian Crane, Public Works Director
City of Redding – Public Works Department

DOUG LAMALFA
1ST DISTRICT, CALIFORNIA

COMMITTEE ON
NATURAL RESOURCES
COMMITTEE ON AGRICULTURE

Congress of the United States
House of Representatives
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SUITE C
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FAX: (530) 223-5897

<http://lamalfa.house.gov>

June 30, 2016

Mr. Anthony Foxx, Secretary
U.S. Department of Transportation
Office of the Secretary
1200 New Jersey Ave, SE
Washington, DC 20590

Re: FTA "Mobility On-Demand" Sandbox Grant – Shasta County Sunday Transit Service

Dear Secretary Foxx:

I am writing in support of the Shasta Regional Transportation Agency's (SRTA) FTA 'Mobility on Demand' (MOD) Sandbox Program grant application. The project would introduce on-demand Sunday transit service to the region, which to date, has never been provided in the Redding metro area. This public-private partnership between SRTA, Shasta Senior Nutrition Program and DoubleMap will demonstrate more efficient public transportation delivery systems, allowing the region to provide more targeted and responsive services. Successful completion of the project would not only lead to continued implementation of such services for the region, but may also demonstrate a model that can be implemented by rural and small-urban public transportation providers across the country.

This project would support many of the MOD Sandbox program goals and objectives including:

1. Promote transit efficiency through the implementation of mobility on demand technology and partnerships with existing systems;
2. Prepare regional transit services for mobility on demand technology via a pilot program;
3. Increase transportation efficiency and effectiveness; and
4. Enhance user experience through reliable and more direct services.

If you need additional information or assistance please contact my District Director, Lisa Mara, at 530-878-5035.

Sincerely,



DOUG LAMALFA
Member of Congress

C: Dan Little, Executive Director, Shasta Regional Transportation Agency

DOUG LAMALFA
1ST DISTRICT, CALIFORNIA

COMMITTEE ON
NATURAL RESOURCES

COMMITTEE ON AGRICULTURE

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<http://lamalfa.house.gov>

July 7, 2016

The Honorable Anthony Foxx
Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590
United States

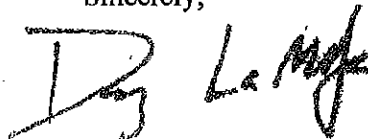
Dear Secretary Foxx:

I am writing to express my strong support of the application by the California Department of Transportation and the Shasta Regional Transportation Agency for TIGER and FASTLANE grant funding to complete the Interstate 5 Anderson to Redding Six-Lane Project (I-5 RASL). Not only would this project improve interstate goods movement along the primary North-South artery on the West Coast, but it will also address existing hazards caused by substandard I-5 overcrossings of heavily-used railroad tracks. As the success of the project will have positive impacts on the speed and safety of goods movement and private travel for the entire West Coast, I believe it deserves your positive consideration.

While much of the I-5 RASL project has been completed, a significant portion has not yet been upgraded due to the need to replace two overcrossings over Union Pacific Railroad tracks. The existing overcrossings fail to meet minimum height or width standards, creating a potentially devastating hazard to West Coast goods movement and travel. Should a derailment occur, or simply a shifting overhanging load, one or both overcrossings could be damaged beyond repair. Such an accident could cut simultaneously cut both the primary interstate and rail line providing North-South travel and goods movement on the West Coast, the effects of which would damage the entire region's economy.

As the potential negative impacts of failing to address this hazard are regional in scope, and nearly all other sources of funding are subject to rigid requirements that preclude use for this specific project, it is imperative that the federal government assist in preventing such an accident. I request your support for these grant applications and urge that you give them the fullest consideration.

Sincerely,



Doug LaMalfa
Member of Congress



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • Fax: (530)262-6189
E-mail: srta@srta.ca.gov • Website: www.srta.ca.gov

Daniel S. Little, AICP, Executive Director

July 13, 2016

Nicole Dolney
Chief, Transportation Planning Branch
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Subject: SRTA Recommendation for SB375 Target Update for Year 2035

Dear Ms. Dolney:

The Shasta Regional Transportation Agency (SRTA) understands that the California Air Resources Board (CARB) is preparing to update year 2035 passenger vehicle greenhouse gas (GHG) reduction targets for all metropolitan planning organizations (MPO) in California, as required under Senate Bill 375 (SB 375). It is also understood that year 2020 targets will not change. Further, we understand that CARB is seeking input from MPOs on updated targets for their region before CARB releases draft 2035 target recommendations and conducting workshops in early fall of 2016, with final updated targets becoming effective on January 1, 2018.

The SRTA Board of Directors supports and recommends to CARB that an updated -6.0% target be set for the Shasta region for year 2035. This target reflects a package of strategies that, if implemented, has the potential to reduce emissions beyond those currently identified in SRTA's 2015 Regional Transportation Plan (RTP). It should be noted that the strategies identified in the attached June 28, 2016, staff report and Summary Analysis of Potential Greenhouse Gas Emission Reductions (2018-2035) are preliminary and premised on the following assumptions:

- Additional technical analysis will need to be performed as part of SRTA's 2018 update to the Regional Transportation Plan to identify the full potential of the strategies;
- The strategies rely on funding commitments of federal and state partners to invest in projects in the region;
- The actual strategies, and the degree to which they are implemented, will vary based on real-world conditions and updates of RTP policies every four years; and
- CARB's willingness to work with SRTA on strategies that may not directly reduce passenger vehicles and light-duty trucks GHG emissions, but would reduce them indirectly.

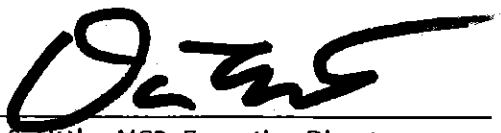
July 13, 2016

Page 2

SRTA will provide additional preliminary supporting information related to the attached strategies at the request of CARB staff. SRTA appreciates CARB's continued support of a "bottom-up" approach to the target setting process and encourages CARB to continue to involve MPOs early in each target update. Since the first targets were developed, SRTA has worked diligently with CARB and its staff to ensure target setting considers regional differences, capabilities and constraints.

If you have any questions regarding SRTA's proposed GHG reduction target please feel free to contact Sean Tiedgen at (530) 262-6185 or stiedgen@srtc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Little', written over a horizontal line.

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/SMT/jac

Attachment

C: Heather King, AICP, Air Pollution Specialist, Sustainable Communities Policy and Planning Section,
CARB



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

July 20, 2016

Mr. Bruce de Terra, Chief
Department of Transportation
Division of Transportation Programming, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Abhijit Bagde, SRTA FTIP Liaison

Subject: Administrative Modification No. 9 to the Shasta County 2015 Federal
Transportation Improvement Program (FTIP)

Dear Mr. de Terra:

With the delegated authority provided on January 9, 2012, by Caltrans to the Shasta Regional Transportation Agency (SRTA) to approve administrative modifications to the Federal Transportation Improvement Program (FTIP), I hereby approve Administrative Modification No. 9 to the 2015 FTIP. The modification is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As modified, the 2015 FTIP is financially constrained. Additionally, the modification is consistent with the Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

Enclosed for your convenience are programming pages of the "modified" and "prior" versions; the summary of changes for this administrative modification; and the grouped project listing.

In summary, the administrative modification makes one grouped project listing change, as follows:

- **Grouped Projects for Transit Operating Assistance, CTIPS ID 211-0000-0057:** The county of Shasta has received a Federal Transit Administration (FTA) 5311(f) Federal Fiscal Year 2017 Intercity Bus award for its Burney Express service. The total project cost is \$232,641, of which \$175,836 is FTA 5311(f) funding. The residual will be paid with estimated farebox revenue (\$25,860) and State Transit Assistance funding (\$30,945).

An electronic copy will be transmitted by email to you, and the below contact list.

If you have any questions, please contact senior transportation planner Kathy Urlie at (530) 262-6194, or kurlie@srta.ca.gov.

Administrative Modification No. 9 to the Shasta 2015 FTIP
July 20, 2016
Page 2

Sincerely,



for

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KKU/jac

Enclosures: Summary of Changes Spreadsheet
 CTIPS Programming Pages
 Grouped Project Listing for CTIPS 211-000-0057

C: Wade Hobbs – FHWA, CA Division
 Hymie Luden – FTA, Region 9
 Scott Wahl – County of Shasta
 Chuck Aukland – RABA



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E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

August 10, 2016

Ian Howat, District Local Assistance Engineer
Caltrans Office of Local Assistance – District 2
1657 Riverside Drive
Redding, CA 96001-0536

Re: Support for City of Redding's HSIP Application for Churn Creek Road/Maraglia Street Safety Improvement Project

Dear Ian:

The Shasta Regional Transportation Agency (SRTA) strongly supports the City of Redding's Highway Safety Improvement Program (HSIP) grant application for the Churn Creek Road/Maraglia Street Safety Improvement Project and encourages the selection of this project for funding. The project reflects a well thought out and comprehensive approach to safety. In addition to a much needed mid-block enhanced crossings on Churn Creek Road at Maraglia, the project will fill sidewalk gaps on both streets providing improved pedestrian access to Parsons Junior High School; replace curb returns with ADA compliant returns; narrow travel lanes to provide space for buffered bike lanes; provide street lighting; and enhance access control at and near the intersection of Cypress Avenue.

As documented in the 2015 Regional Transportation Plan (RTP) for Shasta County, the proposed improvements are located in an identified 'disadvantaged community'. Due to low income, disability, or other factors, residents in disadvantaged communities are more likely to have limited access to a motor vehicle or ability to operate one. The proposed improvements will enhance pedestrian and bicycle safety, as well as enhance access to public transportation (RABA Route 4, 5, 6, and 7).

Furthermore, the proposed improvements help to implement the following 2015 RTP goals:

- Goal #3: Provide an integrated, context-appropriate range of practical transportation options.
 - Strategy B: Improve connectivity between public transportation and bicycling and walking to reflect the complete door-to-door trip from origin to destination.
- Goal #4: Create vibrant, people-centered communities.
 - Strategy A: Support the development and use of active transportation choices.
 - Strategy B: Apply targeted improvements within disadvantaged communities to enhance mobility, destination accessibility, transportation affordability, and economic opportunity.

- Goal #7: Practice and promote environmental and natural resource stewardship.
 - Strategy C: Develop and deliver flexible transportation systems and services able to adapt to changes in the environment, travel behavior, and travel mode choice.

SRTA will provide in-kind technical support and integrate the proposed improvements into the upcoming Shasta County Active Transportation Plan and inventory of non-motorized facilities.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Little', written over a horizontal line.

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/JEP

Janie Coffman

Subject: FW: SRTA's 5339 Concurrence Letter for RABA

From: Keith Williams
Sent: Thursday, August 18, 2016 12:25 PM
To: Byrd Udovich, Angela
Cc: 'Hymie Luden (hymie.luden@dot.gov)' (hymie.luden@dot.gov); Jenn Pollom; Dan Little (dlittle@srtc.ca.gov); Kathy Urlie (kurlie@srtc.ca.gov)
Subject: SRTA's 5339 Concurrence Letter for RABA

Hi Angela,

Please find below the Shasta Regional Transportation Agency's letter of concurrence for RABA's 5339 application you plan on submitting soon. If you have any questions, please do not hesitate to contact me. If I am not available, please contact my colleague Jennifer Pollom.

Dear Hymie,

The Redding Area Bus Authority is applying for Federal Transit Administration (FTA) 5339 funding to add a 35-foot fixed route bus to its fleet. The Redding Area Bus Authority serves the south-central urbanized area of Shasta County.

The Shasta Regional Transportation Agency concurs with the programming amounts stated in the Redding Area Bus Authority's application (**Federal Award Identification Number and Temporary Application Number 1629-2016-2**). The grant requests \$166,621 appropriated for federal fiscal year 2013 and \$169,748 for federal fiscal year 2014. The grant is for a total of \$336,369 FTA 5339 funds from the Redding Urbanized Area. The projects listed in the following table are in this grant.

Description	FTIP ID #	FTA Amount	Total Eligible Costs	Application Year	Type/UZA
Buy 35-Ft. Bus for Expansion	211-0000-0059	\$336,369	\$420,369	FY 16	5339/UZA

The project funding is programmed in the 2015 FTIP which received federal approval on December 15, 2014. The FTIP underwent a public review process and no comments were received regarding this project funding.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Keith Williams, MS, MCRP, AICP
Associate Transportation Planner
Voting Member of the California Bicycle Advisory Committee
Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202
Redding, CA 96001
Tel. 530-262-6192



**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF FINANCIAL ASSISTANCE**

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P. O. Box 952054

Sacramento, CA 94252-2054

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www.hcd.ca.gov

August 24, 2016

Mr. Brian Crane
City of Redding
777 Cypress Ave
Redding, CA 96049

**RE: Affordable Housing and Sustainable Communities (AHSC) Program
FY 2015/2016 NOFA - Point Score Determination
Redding Downtown Loop and Affordable Housing Project (PIN 34761)**

Dear Mr. Crane:

On behalf of the Department of Housing and Community Development (Department) and the Strategic Growth Council (SGC), we thank the City of Redding for submitting an application for the AHSC Program for the Redding Downtown Loop and Affordable Housing Project in response to the AHSC Program Notice of Funding Availability (NOFA) issued January 29, 2016. This letter details verified scores for your application, including the total maximum points applicable to your application, greenhouse gas emissions reduction calculations and applicable criteria scores, based on AHSC Program and interagency staff review.

Receipt of this Point Score letter does not imply that the application has been reviewed for and determined to be financially feasible and in compliance with Uniform Multifamily Regulations.

Per AHSC Program Guidelines (Section 107, page 33), final application scores will be based on the verified criteria score awarded relative to the maximum eligible points for your application. ASHC Program staff verified the maximum points applicable for your application and determined the point score for each applicable criterion. This review determines point scores only and does not verify project feasibility or funding. The application score is calculated as a percentage of the application's maximum eligible points.

Maximum Applicable Points: Table 1 reflects the maximum applicable points for your application.

Table 1	
Maximum Applicable Points for Redding Downtown Loop and Affordable Housing Project	
Maximum Applicable Points	100

GHG Emissions Reduction Estimates: Table 2 summarizes total AHSC Program funds requested, and verified reductions based on California Air Resources Board (ARB) staff review and SGC verification of certain inputs.

Table 2 ARB Verified GHG Emissions Reductions	
Verified Total GHG Emissions Reductions (in metric tons CO ₂ e)	10,519
Total AHSC Program funds requested	\$20,000,000
Verified GHG Emission Reductions / Total AHSC funding request x 1,000	0.53

Differences between the applicant GHG emission reductions and the verified GHG emission reductions were identified and adjusted based on the ARB quantification methodology requirements as cited below:

- Project setting in CalEEMod was adjusted to "Urban Center" in accordance with the applicant invite letter
- Adjusted commercial land use square footage to 21.51 ksf in accordance with information in the Full Application
- Adjusted TAC Methods bike ADT to 27,800 in accordance with information in the Full Application
- Adjusted TAC Methods bicycle facilities to Class II in accordance with information in the Full Application
- Adjusted YrF in TAC Methods for bicycle facilities to reflect 15 year lifetime in accordance with the quantification methodology
- Revised TAC Methods auto trips eliminated due to implementation of pedestrian facilities using the following approach:
 - Weekly auto trips eliminated = $365 * ADT * A / 52$, where:
 - ADT is Average Daily Traffic (max = 30,000)
 - A is Adjustment on ADT for auto trips replaced. This factor was derived from the CMAQ equations for bicycle facilities.
 - ARB applied ADT from the project application of 27,800 and an Adjustment Factor of 0.0052 to estimate 1,015 auto trips eliminated per week.
- A revised calculator tool is attached.

Additional changes to the applicant's GHG quantification may have been made but did not result in a change to the total GHG emission reductions calculated. These changes are therefore not subject to appeal but may have included input errors, lack of adequate documentation, or inconsistencies with information from the Full Application.

Verified Criteria Scores: Table 3 provides the applicable criteria, maximum points and verified scores for your application.

Table 3 Verified Applicable Criteria Scores		
	Maximum Points	Verified Score ¹
Total Project GHG Reductions Score ^{2,3}	15	12.00
Efficiency of Reductions Score ^{2,3}	15	9.00
Active Transportation Improvements	10	9.25
Water, Energy, and Greening	10	9.00
Depth and Level of Housing Affordability	10	10.00
Housing and Transportation Collaboration	10	8.00
Community Benefit and Engagement	8	7.00
Location Efficiency and Access to Destinations	8	6.00

Funds Leveraged	5	3.00
Anti-Displacement and Workforce Training Strategies	4	3.25
Program Need and Readiness	3	0.00
Implementation of Planning Efforts	2	1.75

¹ N/A indicates the criteria is not applicable to the application based on the proposed project and points for this criteria have not been included in the verified maximum score.

² GHG scores are determined based on ranking relative to other projects. Final GHG scores may change based upon the results of the appeals process.

³ Refer to page 35 of AHSC Program Guidelines for process and corresponding points

AHSC Program staff and an interagency review panel determined Verified Scores for individual criteria based on the requirements outlined in Section 107 of the AHSC Program Guidelines and AHSC Program application forms. Adjustments to individual criteria scores were made by AHSC Program staff as described below:

- Active Transportation: The application did not demonstrate that need for active transportation improvements have been identified or supported by the community it intends to serve. Discussion of users focuses on mode type and does not adequately address user type.
- Water, Energy and Greening: Documented strategies resulted in partial points for attempting to reach zero net energy.
- Community Benefit and Engagement: Identified community benefits are not sufficiently described to demonstrate the anticipated benefit beyond the provision of activities for which AHSC Program funds are being requested.
- Program Need and Readiness: No AHSC funds are requested for programmatic needs; therefore no points can be awarded.
- Implementation of Planning Efforts: The cited Regional Transportation Plan does identify specific information required in for a project-specific plan.

Percentage-Based Score: The maximum number of eligible points varies based upon the application project type and eligible uses. As a result, scoring is based on the percentage of maximum eligible points in the application. Table 4 summarizes the verified point scores for the application, maximum eligible points and percentage-based score. Based on AHSC Program staff and interagency reviews, the percentage-based score for your application is 78.25%.

Table 4 Calculation of Percentage-Based Score	
Verified Score	78.25
Maximum Eligible Score	100
Percentage-Based Score (Verified Score/Maximum Eligible Score)	78.25%

Process for Reconsideration of Score: Requests for reconsideration of verified criteria scores or percentage-based score must be submitted in writing and received by the Department by close of business day on Monday, August 29th. Please email your request for appeal and attach supporting documentation to ahsc@hcd.ca.gov.

The appeal response must:

- indicate the AHSC Program Guideline reference related to the appeal (e.g. Section 107);
- include the reason(s) for the appeal;

- identify the specific workbook or attachment and relevant page(s) contained in the application and uploaded into FFAST which substantially support or clarify the basis for the appeal (e.g., Final Workbook - Water, Energy and Greening tab). Please note: no new information or documents not already submitted will be accepted or considered;
- complete information for any GHG-related appeals, including supporting documentation for all appealed inputs and providing files in the correct formats (ARB calculator file and CalEEMod input files must be in Excel); and
- re-state any language in the workbook or attachment you believe would assist in re-evaluation.

Upon review of the request, applicants will be notified of any changes to their scores resulting from their appeal by mid-September.

SGC Award Recommendations: Final funding recommendations to the Strategic Growth Council will be posted no later than 10 days prior to the scheduled Council meeting on October 11th.

On behalf of the SGC and the Department, we thank you for your participation in the AHSC Program. If you have any questions regarding this letter, please email ahsc@hcd.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Lee" or "Eugene Lee", followed by a forward slash and the word "For".

Eugene Lee
Section Chief

cc: bcrane@cityofredding.org
sstrachan@grantmanagementassoc.com
aknott@k2-development.com



1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

August 26, 2016

Mr. Muhaned Aljibiry
Department of Transportation
Division of Transportation Programming, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Abhijit Bagde/Lima Huy, SRTA FTIP Liaison

Subject: Administrative Modification No. 10 to the Shasta County 2015 Federal
Transportation Improvement Program (FTIP)

Dear Mr. Aljibiry:

With the delegated authority provided on January 9, 2012, by Caltrans to the Shasta Regional Transportation Agency (SRTA) to approve administrative modifications to the Federal Transportation Improvement Program (FTIP), I hereby approve Administrative Modification No. 10 to the 2015 FTIP. The modification is consistent with metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450. As modified, the 2015 FTIP is financially constrained. Additionally, the modification is consistent with the Regional Transportation Plan. Shasta County is in conformance with federal air quality standards.

Enclosed for your convenience are programming pages of the "amended" and "prior" versions; the summary of changes for this administrative modification; and the grouped project listing.

In summary, the administrative modification makes one grouped project listing change, as follows:

- **Grouped Projects for Safety Improvements – HSIP, CTIPS ID 211-0000-0093:** This grouped listing includes two project programming revisions for the city of Redding and one change for the county of Shasta:
 - The Victor Avenue project (HSIP6-02-001) between Enterprise Park and Churn Creek Road has been modified to include the addition of roundabouts at two intersections within the project. As a 6 Cycle Highway Safety Improvement Program (HSIP) project, the project is eligible for toll credits. For the toll credits,

August 26, 2016

Page 2

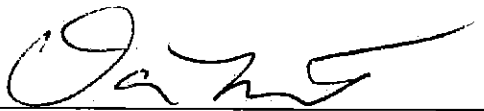
and the revised intersections work, Caltrans Headquarters has approved increasing the project budget by \$1,198,980 in federal funding.

- On Hartnell Avenue between Churn Creek Road and Victor Avenue (project HSIP7-02-002) the city has received a small federal funding increase of \$4,530.
- Local and federal funding has increased by \$480,000 for the county of Shasta's Deschutes Road project between Beatle Road and Brundage Road (HSIP6-02-004) for widening and paving shoulders.

An electronic copy will be transmitted by email to you, and the below contact list.

If you have any questions, please contact senior transportation planner Kathy Urlie at (530) 262-6194, or kurlie@srta.ca.gov.

Sincerely,



Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

DSL/KKU/jac

Enclosures: Summary of Changes Spreadsheet
CTIPS Programming Pages
Grouped Project Listing for CTIPS 211-000-0093

C: Wade Hobbs – FHWA, CA Division
Hymie Luden – FTA, Region 9
Rick Somers – Caltrans District 2
Jan Meye – Caltrans District 2
Chuck Aukland – City of Redding
Scott Wahl – County of Shasta



North State Super Region

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(530) 262-6190 nssr16@gmail.com
www.superregion.org
Phillip J. Dow, Chair

Jon Clark

Butte County Assn. of Governments

Scott Lanphier

Colusa County Transportation Comm.

Tamera Leighton

Del Norte Local Transportation Comm.

Di Aulabaugh

Glenn County Transportation Comm.

Marcella Clem

Humboldt County Association of Govt.

Lisa Davey-Bates

Lake Co City/Area Planning Comm.

Richard Egan

Lassen County Transportation Comm.

Phil Dow

Mendocino County Council of Governments

Debbie Pedersen

Modoc County Transportation Comm.

Daniel Landon

Nevada County Transportation Comm.

Robert Perreault

Plumas County Transportation Comm.

Daniel S. Little

Shasta Regional Transportation Agency

Tim Beals

Sierra County Transportation Comm.

Melissa Cummins

Siskiyou County Local Trans. Comm.

Gary Antone

Tehama County Transportation Comm.

Richard Tippet

Trinity County Transportation Comm.

August 26, 2016

Anthony Foxx, Secretary

U.S. Department of Transportation

Docket Management Facility

U.S. Department of Transportation

1200 New Jersey Avenue, SE

W 12-140

Washington, DC 20590-0001

Docket No. 2016-13261

Dear Secretary Foxx:

California's North State Super Region (NSSR) is a coalition of the state's northernmost 16 regional transportation planning agencies. Our region encompasses over 42,000 square miles, or more than one-quarter of California's land area. Although the combined population exceeds 1 million, the area is largely rural and separated by distance and topography. Regional and interregional transportation networks are therefore of vital importance to our economic health. Although not the highest volume routes in the state, the North State's transportation corridors are frequently impacted by weather events, landslides, wildfires, seismic movements, and other natural disasters. In most cases, no practical alternative routes exist. The scale of impacts to rural economies and key North State industries cannot be understated.

The Interim 2016 National Multimodal Freight Network (NMFN) represents a net loss of over 1,173 California highway miles from the current network. Much of this loss is within the North State Super Region. We understand that the California Department of Transportation (Caltrans) will be recommending that the proposed NMFN be expanded to include 'Tier 1, 2, and 3' network components as described in the California Freight Mobility Plan. This Plan was completed in 2014 through a collaborative statewide process involving our members. In addition, this expanded network largely coincides with California's proposed 'Zero Emission & Alternative Fuel Corridors' being submitted at the request of the U.S. Department of Transportation (FHWA Docket No. FHWA-2016-0017).

Without expansion of the National Multimodal Freight Network to include California's three-tier Highway Freight Network, the continuity of the North State Super Region's freight system and our economic lifeblood is in jeopardy.

While the economy in our Region has historically been dominated by extractive industries such as forest products and mining, agriculture is a \$1 billion industry in the North State. Commodities such as walnuts and olive oil are exported throughout the world. The Department of Transportation's desire to constrain our National Multimodal Freight Network is understandable; however, if constraint only considers Average Annual Daily Traffic (AADT), then substantial impacts on these lower-volume facilities during agricultural production and harvest periods will lack due consideration.

Our message is this: incorporate highways identified as Tier 1, Tier 2, and Tier 3 in the California Freight Mobility Plan to help ensure a contiguous and reliable network throughout the North State Super Region – one that accounts for seasonal and often intense impacts of agriculture on California's highway network and provides valuable alternatives in periods of inclement weather or during natural disasters.

Thank you for the opportunity to comment on development of the National Intermodal Freight Network.

Sincerely,

Phillip J. Dow, P.E., Chair
North State Super Region

C: Aaron Casas, Associate Transportation Planner, Caltrans District 2
Katie Benouar, Chief, Division of Transportation Planning, Caltrans Headquarters



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Daniel S. Little, Executive Director

August 29, 2016

Randall Winston, Executive Director
California Strategic Growth Council
1400 Tenth Street - Sacramento, CA 95814

Subject: Verification of Urban Project Setting Type for Redding Downtown Loop & Affordable Housing Project

Mr. Winston:

I am writing to verify that the most appropriate CalEEMod project setting type for the *Redding Downtown Loop and Affordable Housing Project* is 'Urban' under the adopted 2015-16 AHSC Guidelines. At the concept application stage, the project was originally submitted under the 'Urban Center' designation. In consultation with project applicants, held prior to submittal of the final application, it was determined that an 'urban' designation would be more appropriate. When SRTA discussed this change with SGC staff, we were told that it was up to the applicant to decide and make their best case regarding location type and other factors.

Since no additional information may be introduced for consideration at this stage, we cite content from the previously submitted application and offer our rationale in arriving at the updated project setting type. In the Greenhouse Gas Quantification Methodology portion of the application, the following response was provided:

Project setting for CalEEMod has been revised to "urban". It is located at the center point of the central business district in the region's largest city. The jobs/housing ratio is 8.13, far in excess of the 1.5 threshold. The density character is also urban, featuring a grid style street pattern, minimal setbacks, limited/restricted parking supply, and the only fee parking in the region. The only characteristic that is slightly deficient is building heights, which is addressed by the proposed project. Since the downtown area is physically constrained by the Sacramento River and well-established neighborhoods, building heights will continue to increase over time. Redding's central business district is zoned for unlimited building heights. Transit availability, including access and service frequency, is the highest in region. A new 'cross-town express' is currently being added. One block west of the project site is the region's central transit hub/station for local fixed route service, intercity bus, and Amtrak passenger service. No other location in the region is more connected.

SRTA staff wrote this assessment and provided it to the applicants for inclusion in the application. This is corroborated by the attached email documentation. Furthermore, the above-referenced 'crosstown express' transit service is now scheduled to commence on September 12, 2016, which will result in fifteen minute headways at the project site. This information was not known at the time of the pre-application. SRTA was not asked by SGC to validate the project location type at the final application stage, but clearly would have done so based on this information.

Although not comparable to San Francisco or Downtown Oakland, we believe that an 'Urban' project setting type for the *Redding Downtown Loop & Affordable Housing Project* is appropriate given that it functions as an urban site for the City of Redding (population 89,861), Redding metropolitan area (population 177,223), and surrounding rural counties (including Lassen, Siskiyou, Trinity, and Tehama counties). Furthermore, this project setting type would be consistent with applications from several similar-sized cities, including El Cajon (population 99,478) and Ventura (population 106,433).

Based on SRTA's intent as well as consistency with project applications from comparable communities, we strongly urge the SGC to consider the *Redding Downtown Loop & Affordable Housing Project* under the 'Urban' CalEEMod project setting type. Should you have questions or need clarification of any kind, please do not hesitate to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Little', with a stylized flourish extending to the right.

Daniel S. Little, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)



CITY OF REDDING

777 CYPRESS AVENUE, REDDING, CA 96001

P.O. BOX 496071, REDDING, CA 96049-6071

**PUBLIC WORKS
ENGINEERING DIVISION**

530.225.4170
530.245.7024

August 29, 2016

Mr. Eugene Lee
Section Chief
California Department of Housing and Community Development
Division of Financial Assistance
P.O. Box 952054
Sacramento, CA 94252-2054
Via email at ahsc@hcd.ca.gov

Subject: Affordable Housing and Sustainable Communities (AHSC) Program FY 2015/2016 NOFA – Point Score Determination Appeal for the Redding Downtown Loop Affordable Housing Project (PIN 34761)

Dear Mr. Lee:

Thank you for the Point Score Determination letter regarding the Redding Downtown Loop and Affordable Housing Project (PIN 34761). We appreciate the clear and specific methodology used in developing the score determination and the opportunity to appeal. The City and K2 Development would like to formally request an appeal of the point score determination based on the following information:

Appeal #1

Re: GHG emission reduction adjustments

I respectfully request acceptance of the adjusted GHG emissions and CalEEMod outputs and subsequent adjustment of the Total Project GHG Reduction Score. This request is based on the following justifications:

Guidelines reference: Section 107(a)(1)(A) and the Greenhouse Gas Quantification Methodology Section B, Step 2 of the program guidelines requires identification of a "project setting". The project setting for this project was submitted in the application as "Urban (core)" and subsequently verified and adjusted to "Urban Center".

Reason for Appeal: The Shasta Regional Transportation Agency verified the project in the pre-app as Urban Center but since reviewed the final application and determined that

urban core was also appropriate. SRTA provided the following language in the application that justifies urban core in the GHG backup narrative worksheet:

"Project setting for CalEEMod has been revised to "urban." It is located at the center point of the central business district in the region's largest city. The jobs/housing ratio is 8.13, far in excess of the 1.5 threshold. The density character is also urban, featuring a grid style street pattern, minimal setbacks, limited/restricted parking supply, and the only fee parking in the region. The only characteristic that is slightly deficient is building heights, which is addressed by the proposed project. Since the downtown area is physically constrained by the Sacramento River and well-established neighborhoods, building heights will continue to increase over time. Redding's central business district is zoned for unlimited building heights. Transit availability, including access and service frequency, is the highest in region. A new 'cross-town express' is currently being added. One block west of the project site is the region's central transit hub/station for local fixed route service, intercity bus, and Amtrak passenger service. No other location in the region is more connected."

Basis for Appeal: SRTA never had an opportunity to validate urban core in the final application process but would have done so if asked since SRTA provided the language in the final application justifying urban core. Part of SRTA's consideration for the new validation included new LCTOP-funded transit service starting September 12, 2016 for crosstown services with up to fifteen minute headways to downtown. This information was not known at the time of the pre-application. Urban Core is consistent with SGC determinations for similar size cities over 90,000 population (El Cajon and Ventura). Even more so for Redding than other designated urban core areas since Redding is not just the core for the city, but for the entire MPO area and the rural counties beyond.

Restated Language: Revised CalEEMod calculator attached.

Appeal #2

Re: GHG emission reduction adjustments

Guidelines reference: Section 107(a)(1)(A) and the Greenhouse Gas Quantification Methodology Section B, Step 1, for determining commercial land use square footage.

Reason for Appeal: The adjusted commercial land use square footage in the application should reflect the most accurate number for the project which is 27.42 ksf. There was a discrepancy between the numbers identified in the application and the GHG quantification calculator.

Basis for Appeal: Based on discussions with the SGC, the method of determining square footage for the project was adjusted slightly. This change, however was not made in the application.

Restated Language: Revised CalEEMod calculator attached.

Appeal #3

Re: GHG emission reduction adjustments

Guidelines reference: Section 107(a)(1)(A) and the Greenhouse Gas Quantification Methodology Section C, for determination of the Transit and Connectivity Method. .

Reason for Appeal: The Transit and Connectivity Method was adjusted to "Bike Lanes-Class 2" from "Bike Path-Class 1". The proposed protected bikeways most technically resemble a class 1 multi-use path in the TAC methodologies limited selections.

Basis for Appeal: The Redding Downtown Loop and Affordable Housing project proposes 1300 feet of protected bike lanes. The full application describes 2 methods of bicycle infrastructure proposed to be developed. The most important being 1300 feet of protected bikeway for 4 blocks on California Street from Division Street to Yuba Street. This includes protected intersection navigation for the cyclist as well as a bi-directional bikeway. Protected bikeways most technically resemble a class 1 multi-use path in the TAC methodologies limited selections. The attached CalEEMod calculator reflects the GHG Quantification Methodology appropriately as "Bicycle Paths-Class 1" Connectivity Method and the supporting 20 year lifetime YrF to more accurately reflect the major bike facilities associated with this project.

Restated Language: Revised CalEEMod calculator attached.

Appeal #4

Re: GHG emission reduction adjustments

Guidelines reference: Section 107(a)(1)(A) and the Greenhouse Gas Quantification Methodology Section C, for determination of the Transit and Connectivity Method.

Reason for Appeal: The TAC methods identifying auto trips eliminated due to implementation of pedestrian facilities is proposed to remain as originally stated in the GHG emissions calculations and as portrayed in the attached calculator.

Basis for the Appeal: **Pedestrian facilities with "bike" adjustment factor:** In March, TransForm reached out to ARB to get clarification on the accepted calculation for pedestrian facilities' "auto trips eliminated" in the quantification methodology. The following email exchange on March 10, 2016 is provided to show the answer we received.

From: ARB GGRFProgram <GGRFProgram@arb.ca.gov>

Date: Thu, Mar 10, 2016 at 9:30 AM

There is no required method to estimate the weekly auto trips eliminated by pedestrian facilities. Applicants should develop a "reasonable estimate" based on project features and amenities; the supporting documentation will be reviewed during the application process. The

proposed approach of using AADT and local mode share would be reasonable. Assumptions to increased traffic rates would need to be supported with documentation.

Additionally, ARB included language in the March 23 Quantification Methodology revision that helped some projects calculate this number.

As an alternative example of estimating weekly auto trips eliminated, if a new housing development project includes installation of a sidewalk connecting the development to a grocery store 0.2 miles away, it may be reasonable to assume a proportion of the residents will walk to and from the store weekly, thereby eliminating auto trips. An applicant who assumes 15% of 100 residents will walk to the store once a week instead of driving would result in 30 auto trips eliminated per week (15 residents walking each way results in 30 one-way trips). A similar project that includes installation of a sidewalk connecting a housing development to a transit center may result in 5% of 100 residents walking to the station five days per week instead of driving. This would result in 50 auto trips eliminated per week. Longer distances to amenities would likely result in lower expected trips per week.

The TAC Methods assume a default "Length of auto trip eliminated" of one mile; therefore, one mile is used in the AHSC calculator regardless of the actual distance to the amenity.

ARB Auction Proceeds Staff

Restated language: Revised CalEEMod calculator attached.

Appeal #5

Re: Active Transportation Improvements

We respectfully request that the .75 points deducted from the "Active Transportation Improvements" scoring category be re-allocated to the score totaling 10 points.

Guidelines Reference: Section 107(b)(1) of the program guidelines requires that "The Applicant must demonstrate there is a need for the project being proposed and that the project was identified by or supported by the community it plans to serve. A strong project need often relates to network gap closure or the removal of barriers to access of destinations or safety."

Reason for Appeal: Your Point Score Determination letter states the application is deficient on this matter while also focusing on mode type rather than user type.

Basis for the Appeal: I respectfully disagree and submit that the application adequately addresses both of these items. The "Project Purpose and Need" section of the Active Transportation Improvements discusses the irregular roads as part of an existing parking lot and the "Project Solution and Implementation" section of that same tab identifies circulation barriers and autocentric facilities that cut off access to downtown Redding by bicycle users. Additionally, the section describes how the protected bikeways that are part of the project will reduce vehicle speeds, increase visibility and eliminate existing vehicle/bicycle conflict points. Clearly this evidenced that the project accomplishes "the removal of barriers to access of destinations or safety." Identification and support of the

project by the community it serves is evidenced by the participation of the City of Redding as a co-applicant and its design considerations in developing the project.

Restated Language: Additionally, the user type is addressed in the “Project Solution and Implementation” section as citizens and visitors to Redding and those wishing to access “commerce, school, work, health care, social services, transit, recreation, and pleasure.” Additional user type language can be found in the Active Transportation Tab of the workbook under section 1 describing “Current bicycle and pedestrian users in the project area are primarily utilitarian in nature accessing the Downtown Transit Center and commercial goods and services in the downtown core of Redding. Additional evidence that bicycle commuter numbers are increasing was discovered at the downtown circulation plan community outreach meetings as well as the outreach meetings for the Downtown Redding Loop and Affordable Housing Project. Bicycle and pedestrian counts were performed in 2014 and 2015 within the project area at the intersection of California Street and Yuba Street. This location is directly within the planned bicycle and pedestrian improvement plans. The location had 11 cyclists and 116 pedestrians in 2014 and 22 cyclists and 149 pedestrians in 2015. This volume of cyclists and pedestrians at this location and throughout the project area is expected to continue to increase.”

Appeal #6

I request reconsideration of the determination that no AHSC funds are being used for the proposed program and that the full three points be awarded.

Guidelines reference: Section 107(b)(1)(j) of the program guidelines requires that “Applications submitted without an AHSC-funded Program eligible use will receive zero points for this criterion.”

Reason for Appeal: Proposal review determined that the program as receiving no AHSC funds.

Basis for the Appeal: In the pre-application meeting with Strategic Growth Council and Housing and Community Development staff, our team specially asked about the proposed approach to incorporate the ongoing operation of the program into the affordable housing development project. We were instructed to include the operation of the program in the 15-year Pro Forma and include it in the enforceable funding commitment.

Restated language: The expenses is included in the 15-Year Pro Forma tab of the workbook in line 38 – Residential Expenses and the Enforceable Funding Commitment letter from K2 Land & Development dated Jun3 16, 2016 (Filename EFC5-K2 Transit Subsidy) indicates this funding is in place as instructed by Strategic Growth Council and Housing and Community Development.

Appeal #7

Guidelines reference: Section 107(f)(3)

Reason for Appeal: I respectfully request that the 1 point deducted from the "Community Benefits and Engagement" scoring category be restored.

Basis for the Appeal: The application meets all the requirements of Section 107(f) in general and Section 107(f)(3) specifically. As stated in the Community Benefits and Engagement tab of the application the Project will serve as a catalyst to revitalize downtown Redding by providing a nexus for travel to all areas of the City and promoting activity and development downtown through the creation of flex areas for parking, dining and festivals in the downtown area. Additionally the project will have health benefits from the promotion of active transportation. The spurring of other development and economic and social activity while connecting areas of the City that are not currently connected by direct, efficient transit are benefits that reach far beyond just the activities for which AHSC funds are being requested. For these reasons I submit that the application does, in fact, address the areas where it was found deficient, has earned the full 8 points available in this category.

Restated language: None

Appeal #8

Guidelines reference: Section 107(k)

Reason for Appeal: The project effectively implements the regional Sustainable Communities Strategy and we respectfully request full points for this criteria score.

Basis for the Appeal: In regards to the implementation of planning efforts, we propose to receive the full 2 points for this effort to implement key strategies in the adopted Regional Transportation Plan and associated Sustainable Communities Strategy. The language in the application Implementation of Planning Efforts worksheet states: *"The region's size and air quality have not yet triggered the requirements for the types of plans listed as choices in the drop-down. The project does implement key strategies of the Regional Transportation Plan:*

GOAL 3: Create an integrated, context-appropriate range of transportation sources.

Objective 3.1: Create an integrated, context-appropriate range of local transportation sources.

B. Improve connectivity between public transportation and bicycling and walking to reflect the complete door-to-door trip from origin to destination (short range). AND C. Prioritize public transportation, bicycle, and pedestrian infrastructure and amenities within designated strategic growth areas (SGAs), or those that provide connections to/from SGAs (short range). AND D. Fill gaps between recreational trail corridors and integrate into the greater network of transportation facilities (short range).

GOAL 4: Create vibrant, people-centered communities

Objective 4.1: Support local governments in implementing the Sustainable Communities Strategy

A. Initiate and participate in joint efforts with local agency partners to implement the five 'D' factors known to reduce vehicle miles traveled and associated emissions (i.e. density, diversity of land use, design of streets and development, destination accessibility, and distance to transit), with an emphasis on strategic growth areas (short range).

GOAL 5: Strengthen regional economic competitiveness for long term prosperity.

Objective 5.1: Facilitate sustainable economic development programs and projects.

B. Seek-out public-private partnerships that leverage resources to accomplish shared objectives (short range).

C. Support the infill and redevelopment of vacant and underutilized parcels in locations where transportation systems, community infrastructure, and community services are in place and adequate to accommodate additional demand (short range)."

Again, we want to thank you for the opportunity to provide this information for clarification and reconsideration. We understand and appreciate the time and effort by you and your staff to score these applications. Should you need additional information or clarification, please feel free to email me at bcrane@cityofredding.org or by phone at (530) 225-4170.

Sincerely,


Brian Crane
Public Works Director

cc: bcrane@cityofredding.org
aknott@k2-development.com