

Regional Early Action Planning (REAP) 2.0

Wednesday, September 28, 2022

Who Are We? We're SRTA.



The Shasta Regional Transportation Agency (SRTA) is the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) for the Shasta Region.

We help administer state and federal formula funds in the region, seek discretionary state and federal grants, and help plan a regional transportation system that work for everyone.

REAP 2.0 Partner Agencies



California Department of Housing and Community Development – Increases the supply of affordable places to live in California, including through planning and implementation grants



Governor's Office of Planning and Research – State's comprehensive planning agency



**CALIFORNIA
STRATEGIC
GROWTH
COUNCIL**

California Strategic Growth Council – Cabinet-level committee charged with inter-agency coordination on key environmental and housing issues



California Air Resources Board – State agency for climate change programs and air pollution control



REAP 2.0 Background

Recognition that State is not on track to meet its Housing and Climate Goals

- + The success of the REAP 1.0 program

- + State surplus and infusion of funding in 2021

- = CA Legislature making a big investment in REAP 2.0 in 2021

REAP 2.0 Overview

- \$600 million grant program funded through the State General Fund
- Part of the California Comeback Plan (under AB140)
- 85% of funds go to the Metropolitan Planning Organizations (MPOs)
- The MPO funds are given maximum award amounts based on projected 2030 populations
- Shasta Region's maximum award is \$2,243,909 (and seven cents!)

What Are REAP 2.0's program goals?

"Invest in Housing, planning, and Infill-Housing supportive infrastructure across the entire state that reduces vehicle miles traveled (VMT), increases Housing affordability, and advances equity."

What are REAP 2.0's Objectives?



Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability



Affirmatively Furthering Fair Housing



Reducing Vehicle Miles Traveled



Proposed Uses

May combine eligible uses and other non-REAP 2.0 efforts (provided there is a reasonable relationship)

Each Proposed Use must advance all REAP 2.0 goals/objectives and provide a significant beneficial impact

Must explain nexus to objectives and provide a reasonable and verifiable methodology

There must be equitable targeted outreach (more on that in a few)

(Some) Eligible Uses

- Affordable Housing development program (predevelopment costs, capital investments)
- Projects that increase infill housing near jobs, transit, and resources
- Rezoning and guiding development through updated planning docs, development standards, and zoning ordinances (general plans, specific plans, community plans)
- Infrastructure planning and investment to support infill (e.g., water, sewer, transit...)
- Infrastructure projects to expand active transportation (AT) or implement AT plans
- Implementing Vision Zero
- Funding actions to establish more seamless regional transit between communities (e.g. implementing common fare systems across transit services, syncing transit routing systems and schedules with wayfinding to connect communities)

(more on pages 11-12 of guidelines)

(Some) Ineligible Uses:

Roadway or highway capacity increases

Ongoing expenses

Costs associated with auto or motorcycle parking (excluding EV charging infrastructure)

Proposed Uses with a surface parking component

Street construction or repair to benefit vehicular traffic

(more on pages 12-13 of guidelines)

Eligible Entities for Suballocation

Shasta County

Cities of
Anderson,
Redding, and
Shasta Lake

Transit agencies

Tribal Entities

Community-
based
organizations

Public Housing
Authorities

Academic
institutions

Developers of
Affordable
Housing

(see pages 19-20)

Equitable Targeted Outreach

- Priorities, Uses, Planning, Implementation, Suballocation, ...
- Different methods to prevent discrimination (e.g., language access)
- Outreach during the implementation
- Uniqueness
- Public review



Outreach Plan

- Distributing specific information among stakeholders, cities within the Shasta County region, and tribal entities
 - ❖ Set up a workshop with interested partners
 - Present the criteria for eligible uses and priorities
 - Identify the eligible priorities, and proposed uses



Poll 1

Outreach Plan

- Consultation with tribal entities to include tribal interests in priority setting and proposed uses
 - ❖ Set up a meeting
 - Present the identified eligible uses and priorities
 - Reconsider the eligible priorities, and proposed uses based on the inputs



Outreach Plan

- Call for projects
 - ❖ Developing SRTA's application
 - Set up a meeting with interested partners
 - Considering changes based on the inputs
- Using social media and the SRTA website to receive public comments regarding the priority setting and proposed uses
 - Develop a survey to receive public comments
 - Reconsider the eligible priorities, and proposed uses based on the inputs
 - Board meeting



Outreach Plan

- Outreach during the implementation
 - ❑ Considering the outreach as a requirement for the sub-allocation criteria
 - ❑ Using social media and the SRTA website to receive public comments
 - ❑ Annual board updates



Outreach Plan

- Summary

- ☐ Webinar
- ☐ Workshop (next week)
- ☐ Meeting with tribal entities (next week)
- ☐ Call for projects (middle of October)
- ☐ Initial selection (end of November)
- ☐ Finalized selection (Board meeting: 15th of December)



Outreach Output: Priorities

Unique housing, land use, transportation, climate change, equity, and other planning priorities

- Inter- and intra- regional coordination
- Geographic equity
- Planning and implementation ratio (more than 70% for implementation: no need for consultations)
- Retain and sub-allocation ratio
- Eligible uses
- The goals of sub-allocation



Poll 2

Outreach Output: Proposed Uses

One or more of the following categories:

- ❑ Infill development (housing choice and affordability)
- ❑ Multimodality
- ❑ Reducing driving
- ❑ Increasing transit ridership



Outreach Output: Proposed Uses

Significant impact

- ✓ Infill development (housing choice and affordability)
- ✓ Fair housing
- ✓ Reducing VMT



REAP 2 Outreach Output: Proposed Uses

Details

- ✓ Proposed use and outreach
- ✓ High impact and innovative
- ✓ Region-wide benefits
- ✓ Equity
- ✓ Infill development area satisfaction



REAP 2 Outreach Output: Proposed Uses

Sub-allocation methodology

- Region needs
- Equity
- Outreach
- Priorities
- REAP 2.0 (goals and objectives)



Outreach Output

○ Proposed use outcomes and measurements

- Measurable outcomes (Infill development, fair housing, and reducing VMT)
- Baseline
- Target
- Justifications



Poll 3

Q&A



Questions? Ideas? Contact us:

Mehdi Moeinaddini – mmoeinaddini@srta.ca.gov

Michael Kuker – mkuker@srta.ca.gov

More info: srta.ca.gov/357

Upcoming Workshop:

Wednesday, October 5 at 10 a.m.