

STAFF REPORT



MEETING DATE:	June 20, 2024
SUBJECT:	Receive Correspondence
AGENDA ITEM:	7-3
STAFF CONTACT:	Amy Lindsey, Administrative Associate

DISCUSSION:

Attached and summarized below is correspondence determined to be of interest to the board of directors.

INCOMING CORRESPONDENCE

Date	From	Subject
5/29/24	US Department of Transportation, Federal Highway Administration, Planning, Environment, & Right-of-Way, Director, Antonio D. Johnson	Letter of Approval for SRTA's Fiscal Year 2024/25 Official Work Program (OWP).
6/3/2024	California Association of Councils of Governments, Executive Director, Bill Higgins	Letter of Opposition for AB 6 (Friedman) Transportation planning: regional transportation plans: reduction of greenhouse gas emissions.

OUTGOING CORRESPONDENCE

Date	To	Subject
4/22/24	Federal Transit Administration, Office of Program Management, Kristen Wiard-Bauer	Letter of Support for Redding Area Bus Authority's Submission to FTA's FY 2024 Low or No emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program.
4/25/24	California State Assembly, The Honorable Blanca Pacheco	Letter of Support for AB 817 (Pacheco): Open Meetings; teleconferencing; subsidiary body. As amended on January 17, 2024.
5/1/24	Redding Area Bus Authority (RABA), Executive Officer, Steve Bade	Letter of Confirmation for SRTA's Fiscal Year 2023/24 Low Carbon Transit Operations Program Contributions to RABA's Projects.
5/2/24	Modoc Transportation Agency/Sage Stage, Executive Director, Debbie Pedersen	Letter of Support for Modoc Transportation Agency's FTA 5311(f) Intercity Bus Program.
5/9/24	Caltrans, SB 1 Program Portfolio Manager, Patrick Lo	Letter of Concurrence on the Fix 5 Cascade Gateway Project Request for Project Scope Change.

5/15/24	Department of Transportation, District Local Assistance Engineer, Nicole Fortner	Letter of Invoice for SRTA's Regional Surface Transportation Program (RSTP) Exchange Funding for Fiscal Year 2023/24.
5/22/24	Division of Local Assistance – Office of Transit Grants and Contracts, Rural Transit & Intercity Bus Branch, Chief, Kathy Pongratz	Letter of Support for Trinity County Transportation Commission's FTA 5311(f) Application.
5/23/24	Trinity County Transportation Commission/ Trinity County Department of Transportation, Transportation Planner Sarah Saad	Letter of Acknowledgement of Memorandum of Understanding for a Trinity Transit Bus Shelter at Redding Downtown Transit Center.
5/28/24	Redding Area Bus Authority, Transit General Manager, John Andoh	Letter of Support for Redding Area Bus Authority's FTA 5311(f) Application.
6/4/24	California State Senate, The Honorable Dave Cortese	Letter of Opposition for AB 6 (Friedman) Transportation planning: regional transportation plans: reduction of greenhouse gas emissions. As amended on May 30, 2024.
6/7/24	Governor, State of California, The Honorable Gavin Newsom	Letter of Support for Joint Legislative Budget Plan Proposal for Regional Early Action Planning Grants of 2021 (REAP 2.0).



Sean Tiedgen, AICP, Executive Director

Attachment: SRTA Correspondence Letters



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

California Division

May 29, 2024

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (FAX)

In Reply, Refer To:
HDA-CA

Mr. Marlon Flournoy, Division Chief
Transportation Planning
California Department of Transportation
1120 N Street
Sacramento, CA 95814

SUBJECT: Fiscal Year 2024/2025 Official Work Programs

Dear Mr. Flournoy:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our reviews of California's Metropolitan Planning Organizations' Fiscal Year 2024/2025 (July 1, 2024-June 30, 2025) Official Work Programs (OWP) and Caltrans' request for Federal approval. Based on this review and in accordance with the FHWA/FTA Memorandum of Understanding, FHWA approves the OWPs from the following Metropolitan Planning Organizations (MPOs) for FHWA Metropolitan Planning (PL) funding and FTA 49 USC Section 5303, 5304:

- Association of Monterey Bay Area Governments (AMBAG)
- Butte County Association of Governments (BCAG)
- Fresno Council of Governments (FresnoCOG)
- Kern Council of Governments (KCOG)
- Kings County Association of Governments (KCAG)
- Madera County Transportation Commission (MCTC)
- Merced County Association of Governments (MCAG)
- Metropolitan Transportation Commission (MTC)
- Sacramento Area Council of Governments (SACOG)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- San Luis Obispo Council of Governments (SLOCOG)
- Santa Barbara County of Association of Governments (SBCAG)
- Shasta County Regional Transportation Planning Agency (SCRTPA)
- Southern California Association of Governments (SCAG)
- Tahoe Metropolitan Planning Organization (TMPO)
- Tulare County Association of Governments (TCAG)

In addition to the above approvals, FHWA is conditionally approving the following MPO's OWP:

- Stanislaus Council of Governments (StanCOG)

StanCOG must address the conditions documented in the Caltrans letter titled "Draft Overall Work Program FY 2024-2025 Comment Letter," issued on March 29, 2024, for full approval.

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 included in the OWPs, 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 Fiscal Management Information System (FMIS) authorization request (E-76) approval process.

Once FHWA receives (E-76) authorization requests for each MPO, this approval letter will serve as support for FHWA authorization of the associated funds.

If you have questions or would like additional information regarding our approval, feel free to contact me at (916) 498-5889, or by email at antonio.johnson@dot.gov.

Sincerely,

ANTONIO
DESHAWN
JOHNSON

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ANTONIO DESHAWN
JOHNSON
Date: 2024.05.29
10:03:35 -07'00'

Antonio D. Johnson, Director
Planning, Environment, & Right-of-Way
FHWA California Division

cc: (email)

erin.thompson@dot.ca.gov

Rodney.Whitfield@dot.gov

c.mcdonell-encina@dot.gov

CA-Planners

AJ



June 3, 2024

Assemblymember Laura Friedman
State Capitol
Sacramento, CA 95814

Re: [AB 6 \(Friedman\) Transportation planning: regional transportation plans: Solutions for Congested Corridors program: reduction of GHG emissions](#) ([Oppose](#))

Dear Assemblymember Friedman:

For the reasons outlined below, the California Association of Councils of Government (CALCOG) is opposed to AB 6.

CALCOG's Full Participation in Stakeholder Process Yielded No Results

CALCOG was at first optimistic when you invited a broad group of stakeholders to collaborate to achieve a consensus solution in AB 6. We attended every meeting, even when attendance from other groups waned. We have always appreciated your leadership in this area of the law and note that despite some differences, we have successfully worked with you on other issues to improve implementation of Sustainable Communities Strategies.

Unfortunately, consensus under the AB 6 stakeholder process was never achieved. We refrained from "working" our oppose position during the Assembly floor vote on the process facilitator's assurance that the final version of the bill heard in the Senate would represent a consensus. But that promise was not kept. The meetings stopped. When AB 6 was amended last week, it included provisions that were not discussed in the process. No substantive idea that we brought forward in the stakeholder process was included.

Like you, we take the implementation of Sustainable Communities Strategies (SCSs) very seriously. We share your belief that changes are necessary to preserve SB 375's long-term effectiveness. We remain committed to working with all stakeholders for solutions. But the language in AB 6 has never reflected this kind of collaboration. Time has run out. The difficult work of forging consensus on SB 375 implementation should be restarted soon—so a consensus can be achieved before the end of the next legislative session.

2045 Target Setting Must Account for EVs & Additional State Actions

The current language in AB 6 merely extends a target setting process that is increasingly obsolete. The GHG targets derive from a 2005 base year and the methodology represents the best thinking in 2010 (the year the Regional Targets Advisory Committee met). But a lot has changed since then. Consider the following points:¹

- ***The Value of a GHG Per Capita Reduction Target is Waning.*** California's transition to EVs is making the GHG per capita metric less relevant. At some point prior to 2045, there will not be enough internal combustion engine cars (ICE autos) to achieve high levels of GHG reductions. Instead adapting to this new reality, AB 6 merely exacerbates the problem by extending the current process for ten years.
- ***The Proposed 2045 Target Will Disproportionately Affect Low-Income Households.*** CARB estimates 70 percent of cars will be EVs by 2045. In that year, most ICE autos will be older than 10 years (given the 2035 deadline for their sale). As a result, we predict that lower-income households will be over-represented in this group of vehicle owners. The extension of the per capita metric to 2045 creates a natural focus on strategies that limit the use of these cars (as compared to EVs) because that is where the greatest GHG reduction would occur. Such a result is unfair and inequitable to the low income household driving ICE autos. But AB 6 includes no consideration of this factor.
- ***No Plan for Additional State Actions.*** CARB has acknowledged that MPO actions—on their own—are not enough to achieve the targets. Additional state action is necessary. The current targets require MPOs to reduce GHG emissions by 19%, which is 6% less than the 25% called for in the Scoping Plan. This 6% gap was to be addressed by “additional state actions.” But no law accounts for how the state is achieving these additional reductions. Although policies like SB 743 and the *Climate Action Plan for Transportation Infrastructure* represent state actions that should reduce emissions, we do not know by how much or whether they are enough to bridge the 6% gap (probably not). AB 6 would be more effective if it provided a framework for monitoring the state-responsibility emission reductions which remain unaddressed 14 years after the first targets were agreed upon.
- ***Most of ARB's Identified Actions Require State Action.*** In *Tracking Progress*, the second SB 150 Report, CARB lists 56 actions that could be employed to achieve SB 375 outcomes (see page 40). Of these, 52 (!) require state action. (See Attachment). This same “state action” emphasis is included in the 2022 Scoping Plan Update (see

¹ The Scoping Plan divides transportation emissions into three sections: technology, fuels, and VMT. MPOs do not get “credit” for advances in technology (fuel efficiency, electrification) or fuels (low carbon fuels). Instead, MPOs are credited for reductions from mobility, mode shift, and land use changes. Although there are limited instances where MPOs count advances in EV use, they are very limited under ARB's SB 375 Guidelines.

Appendix E). AB 6 merely focuses on the margin of SCS implementation while ignoring swaths of potential state action in this area.

- ***Electric Vehicle Owners May Actually Drive More.*** The cost of driving is the most significant variable affecting how much people drive. One challenge in trying to limit VMT is that it is significantly cheaper to drive an EV than an ICE auto. Thus, an EV driver does not have a cost incentive to drive less. As the number of EVs increase, there are more drivers with low operating costs taking longer trips, which is at odds with ARB's focus is to get VMT to decrease. AB 6 does not account the outcomes of other policies (like emphasizing EV ownership) that may increase VMT.
- ***Largest Funding Source is Diminishing.*** As the LAO noted in *Assessing California's Climate Policies—Implications for State Transportation Funding and Programs*, state climate policy is driving a significant reduction in gas tax revenues. For MPOs, this affects the available funding for transportation infrastructure. The SCS is fiscally constrained, meaning that the MPO must have a reasonable expectation of revenues for all the transportation projects and strategies that are included in the RTP/SCS. As funding declines, the ability for MPOs to invest in transformational projects also declines. Replacement of those funds requires state action. Although the 2022 Scoping Plan calls for a "fuel agnostic" revenue source, there has been no serious action toward adopting an alternative. Until that time, MPOs will have less and less money to program in a way that can achieve the any transformational mode shifts or reduced VMT. AB 6 merely assumes that MPOs will be able to achieve goals without a fiscal analysis.

If the Legislature is going to establish a new target year, it should be designed to address the evolving constraints. Failure to do so gets in the way of California achieving its targets. Extending the current target setting without adapting to new circumstances merely creates another planning exercise. But it won't result in substantial GHG reductions. CALCOG would welcome a more holistic conversation that includes the issues raised above.

Amendment to SCS Review Process is Contrary to SB 375's Intent

AB 6 would dramatically upset the collaboration between MPOs and ARB. This was the most carefully negotiated language of SB 375. With just a few words, AB 6 demolishes the delicate balance it created. For reasons described below, we have opposed this language since it was introduced at the beginning of the AB 6 collaborative process. Yet it remains.

AB 6 gives CARB staff (not the Board) the right to veto any strategy in the RTP/SCS. The problem is that the RTP is a federally required plan. CARB staff would review the RTP/SCS through the single lens of GHG reduction. But they do not have the expertise in federal conformity review, housing policy, and other factors that are also required to be addressed in a RTP/SCS. Nor does this process involve the California Transportation Commission, which publishes the RTP Guidelines. This structure is ripe for error.

Additionally, authorizing CARB staff to pass unilateral judgment about the “likelihood” of specific strategies is troubling. SCS strategies already meet the “current planning assumption” standard in federal law, which requires them to be “reasonable” or realistic under the Clean Air Act conformity. So what happens if CARB rejects as unlikely a strategy deemed reasonable under federal law? AB 6 is silent on this issue.

Second, the state has its own set of unlikely assumptions. Consider the “*doubling of local transit capacity and service frequencies by 2030*.” (Scoping Plan, Appendix E, p 12). We support the idea, but think this outcome is unlikely. Who reviews the likelihood of ARB’s strategies? Is it right to require MPO strategies to be “likely” when the state is not held to the same standard? And what if an MPO incorporates an “unlikely” CARB strategy? Can CARB reject it without undermining the Scoping Plan? This is not well thought through.

Amendment Review is not the Best Use of Limited State Resources

We also oppose the language that would require MPOs to submit RTP amendments for approval. This is busywork. Although there are exceptions, most RTP amendments involve minor timing changes that need to be addressed for conformity. We note that CARB will be presented the opportunity to review this amendment when it reviews the entire updated RTP, which will be presented one to three years from the time of the amendment.

We question the need to review even a major change during (for example) the second or third year of a four-year RTP cycle. Perhaps there are instances where the staffing and cost of such review are warranted. But that case has not been made. We would have appreciated the chance to discuss during the stakeholder process, but we do not recall it being raised.

Conclusion

Thank you for considering our basis for opposition.² We remain open to conversations to improve this area of the law. Please contact me if you have any questions or want to discuss these issues further [bhiggins@calcog.org | (916) 717-8324].

Sincerely,



Bill Higgins
Executive Director

² We also oppose other provisions not addressed here, such as the consideration of wildlife resources to “maximum extent” (without clarity of how that may work with other state goals, such as conformity and housing) and the requirement to maintain the reduction through the 20-year (or more) life of the plan (without consideration the reason, which could be related to state action or inaction).

DRAFT 2022 PROGRESS REPORT

CALIFORNIA'S SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT

JUNE 2022



This is a reprint of recommended actions in ARB's most recent SB 150 Report entitled *Tracking Progress*. This copy is annotated. The responsible level of government—state, regional, or local—is highlighted with a different color as demonstrated below. The colored numbers provide a running count of actions for each level of government

State Government

Regional Government

Local Government

*Housing, Transportation System Management, Transportation Planning and Funding, and New Mobility and Electric Vehicles.*⁸⁴

Each MPO region is unique, and challenges to SCS implementation vary throughout the state. Not all strategy areas apply to every MPO region, and the potential actions identified are offered as potential first steps for addressing the challenges.

LAND USE AND HOUSING

Development patterns in many parts of California currently make it easier to drive than to get around via public transit and active transportation. Nearly all SCSs include land use strategies such as supporting job and housing growth in identified priority development areas, which could make non-auto travel more convenient. However, implementation of this vision for future growth has been difficult. What follows are key actions to facilitate implementation of land use and housing strategies.

INCENTIVIZE ALIGNMENT OF LOCAL LAND USE WITH REGIONAL PLANS

Challenge: Despite many regions identifying priority areas in the SCSs for new development that can bring jobs, daily needs, and housing closer together, many local agencies have not successfully advanced infill and climate-smart development as needed. Instead of planning for new homes, shops, and workplaces within priority growth areas, too often growth is still being planned for land outside existing communities or built there first, especially in rural areas. All levels of government need to support and incentivize projects that allow for shorter trips, in both urban and rural areas, by bringing jobs and daily needs closer to homes.

Potential Actions:

- The Legislature could give State and regional agencies a greater role in supporting congruent local land use actions to foster their alignment with SCS implementation.
- State and regional agencies could expand data sharing, such as providing open access to parcel data and priority development area shapefiles. This could support local planning that aligns with SCSs, SCS development and progress tracking, and state project prioritization. For example, SCAG developed the Housing Element Parcel (HELPR) tool, which identifies potential housing sites that could advance SCS implementation.

⁸⁴ The draft 2022 Scoping Plan includes Appendix E: Sustainable and Equitable Communities which is a framework for State action on VMT to support achievement of carbon neutrality that includes both State actions needed to support SCS implementation, as well as additional needed VMT reduction actions. The 2022 Progress Report focuses on identifying actions needed by all levels of government to support SCS implementation.

- State and regional agencies could support widespread adoption of the Prohousing Designation Program⁸⁵ and further incorporate policies that support housing growth and VMT reduction in tandem. By using the Prohousing Designation Program, State and regional agencies can direct discretionary investments to jurisdictions that are making strong efforts to develop housing in ways that reduce VMT.
- The Legislature and State agencies could explore potential actions to expand the use of transfer of development rights, which is a growth management technique that allows property owners (such as farmers and ranchers) to disconnect the right to develop their property from the property itself and sell or transfer it for use on a different parcel of land in the community, thereby preserving the original parcel from development. This supports both natural and working land conservation and infill growth.
- The Legislature could expand tools and funding available to State, regional and local agencies to preserve natural and working lands and help to shape growth patterns. Tools and funding could focus on supporting regional "greenprint" planning efforts, as well as the conservation of key lands the plans identify as at risk of being lost to urbanization.
- Local agencies could establish urban growth boundaries (UGBs) to focus new development in existing communities. State and regional agencies could provide incentives, technical capacity, and other support for implementation of UGBs aligned with SCSs to facilitate infill development and affordable housing. For example, every city in Sonoma County has a UGB.
- State or regional agencies could develop a resource for local agencies that further defines and illustrates how infill can be context-sensitive in different parts of California, including in rural areas and small towns, and offers policy templates for local adoption. An example to build on is the AMBAG's infill development resource page for local governments in its region, which is part of the region's toolkit to support local SCS implementation.⁸⁶
- State agencies could prioritize support for complete streets and other infrastructure improvements to attract development in locations targeted in SCSs for growth. For example, the Sacramento Area Council of Governments (SACOG) Rural Main Streets program provides strategic investments to create vibrant commercial corridors⁸⁷ and Green Means Go targets funding to

⁸⁵ For more information about the Prohousing Designation Program see *Prohousing Designation Program*. California Department of Housing and Community Development. Accessed May 2, 2022. <https://www.hcd.ca.gov/community-development/prohousing/index.shtml>

⁸⁶ For more information about AMBAG's SCS Implementation Project see *Sustainable Communities Strategy Implementation Project*. Association of Monterey Bay Area Governments. Accessed May 2, 2022. <https://www.ambag.org/plans/sustainable-communities-strategy-implementation-project>.

⁸⁷ For more information about SACOG's investments in regional commercial corridors and main streets see *Commercial Corridors and Main Streets: Civic Lab Year Two*. Sacramento Area Council of

promote infill development within planned center, corridor, or established communities identified in its SCS.⁸⁸

ACCELERATE INFILL HOUSING PRODUCTION

Challenge: Across the State, housing production is falling far short of demand and the growth assumed by regional SCSs. The high upfront costs for building infill and affordable housing continue to discourage these development types. The costs of land, labor and materials, local development requirements and fees, lack of existing infrastructure and subsidies to build affordable units, and costs to navigating the political and legal context are significant. Long approval timelines put financial pressure on developers to shift projects toward upper-income buyers to recoup upfront costs or discourage development efforts altogether.

Potential Actions:

- The Legislature could expand tax increment financing options and other financing tools for infill-supportive infrastructure.
- State agencies and the Legislature could expand funding for infill-supportive infrastructure (e.g., investing and upgrading infrastructure for sewers, water systems, transit, roads, or public facilities) to help alleviate the financial barriers posed by needed upgrades to support more intense land uses in existing neighborhoods. For example, this can be further expanded from existing funding programs like REAP 2.0 or the Infill Infrastructure Grant Program.
- State agencies could partner to support expansion of prefabricated construction for affordable housing projects, in collaboration with industry partners, to reduce construction costs and accelerate housing production timelines.
- State and regional agencies could provide funding and guidance for local agencies to update and streamline their permit processes for affordable housing projects and projects in identified priority development areas.⁸⁹ For

Governments. Accessed May 2, 2022. <https://www.sacog.org/post/commercial-corridors-and-main-streets>.

⁸⁸ For more information about SACOG's Green Means Go program, see *Sacramento Region Greenhouse Gas Reduction Pilot Program Green Means Go*. Sacramento Area Council of Governments. Accessed May 11, 2022. <https://www.sacog.org/greenmeansgo>.

⁸⁹ Many SCSs include priority development areas, or places within the region where new homes, jobs and community amenities are targeted, typically near existing or planned transit. Many regions identify these areas in their SCSs, but they many go by different names such as priority growth areas, infill development areas, or place/community types like established communities or center/corridor communities, etc.

example, the City of Los Angeles has established expedited processing services for planning entitlement applications.⁹⁰

- Local agencies could develop guides and preapproved designs for ADUs and duplexes to make it easier and faster to build these units.
- Regional agencies could use their convening and regional leadership role to help local agencies initiate partnerships with non-profit and business partners to advance infill development projects that support climate and equity goals. For example, TCAG helped local agencies connect with community partners to support affordable housing projects and active transportation investments.
- State and regional agencies could continue exploring actions to expand adaptive reuse of commercial buildings for housing. For example, MTC/ABAG's latest SCS includes a strategy to encourage adaptive reuse of aging malls and office parks into neighborhoods through targeted financial and technical assistance programs for planning and housing development. The City of San Francisco is currently reviewing plans to adapt the Stonestown Mall for housing development.⁹¹

EXPAND TOOLS AND RESOURCES TO INCREASE AND PROTECT AFFORDABLE HOUSING

Challenge: California is not building enough homes to meet the needs of its growing population, especially to serve lower-income households, which is contributing to further housing cost burdens and inequities across the state. In addition to addressing the building cost challenges discussed above, additional work is needed to support RHNA implementation at the local level. While recent housing legislation has provided more guidance for implementation of RHNA assumptions, stakeholders report that some cities are planning or selecting sites for low-income housing that are unlikely to be redeveloped within the RHNA housing cycle. Furthermore, many local policies to support the construction and preservation of housing, especially for lower-income households, are still not strong enough to overcome opposition to land use development. Finally, additional actions are needed to protect the existing stock of low-income housing in communities where it is at risk of converting to market rates as market-based rents continue to rise, which can result in displacement of low-income residents.

⁹⁰ For more information about the City of Los Angeles' expedited processing services see *Expedited Processing*. City of Los Angeles. Accessed May 2, 2022. <https://planning.lacity.org/development-services/expedited-processing>

⁹¹ City of San Francisco, Planning Department. Stonestown. Retrieved on May 12, 2022, from: [Stonestown | SF Planning](#)

Potential Actions:

- The Legislature could empower regions to develop housing finance authorities. For example, AB 1487⁹² created the Bay Area Housing Finance Authority which works to protect current residents from displacement, preserve existing affordable housing, and produce new housing. (See the section above on the “Latest SCS Strategies” for more information.)
- State agencies could support local housing element implementation by providing further technical assistance to support housing law interpretation and adding requirements in funding programs around using AFFH tools to identify where the SCS does and does not support future growth.
- The Legislature and State agencies could design policies that help protect new affordable housing and low-VMT projects from litigation by providing further protections around housing production and infill development.
- State agencies could identify opportunities in existing and future funding programs to support where new housing is going in relation to RHNA sites and AFFH, as well as prevent displacement impacts. To support this, regional agencies could provide priority development area data to the State for tracking to allow analysis of how much housing development is occurring in each region’s priority development areas using permit data from the Annual Progress Report compiled by HCD.⁹³
- State agencies could expand interagency work on anti-displacement policies via working group efforts to develop and strengthen policies that are consistent across agencies. The working group could incentivize regional and local agencies to create displacement avoidance plans and implement anti-displacement policies (e.g., rental and foreclosure assistance programs, tenant right to counsel, compensation for no-fault eviction for redevelopment, “just cause” evictions, condominium conversion restrictions, inclusionary zoning, and impact/linkage fees to support affordable housing) to be competitive for discretionary funding. For example, the Transformative Climate Communities program requires development of displacement avoidance plans.

TRANSPORTATION SYSTEM MANAGEMENT

Californians continue to drive alone as their primary mode of travel. Transit ridership is declining, and active transportation rates remain low. Managing the transportation assets that California has such that transit and active transportation modes become more convenient and affordable to use for everyday trips than a car will require additional tools and innovation.

⁹² AB 1487 (Chiu, Chapter 541, Statutes of 2015).

⁹³ For more information on the APR Dashboard Housing Element Open Data Project see *Annual Progress Reports – Data Dashboard and Downloads*. California Department of Housing and Community Development. Accessed May 2, 2022. <https://www.hcd.ca.gov/apr-data-dashboard-and-downloads>.

One of these additional tools will be transportation pricing.⁹⁴ The four largest MPOs have identified various transportation pricing tools in their SCSs as essential to meet the GHG emission reduction targets. However, further action is needed by the Legislature to authorize most transportation pricing strategies for implementation by 2030, as reflected in the SCS plans.

Another area of focus is in looking for opportunities to optimize and elevate the competitiveness of transit, biking, and walking through investments by all levels of government. Investments to improve the user experience – the convenience, reliability, and cost-competitiveness of alternative modes – are critical to shifting people's travel choices.

AUTHORIZE TRANSPORTATION PRICING

Challenge: Authorizing transportation pricing strategies is needed to promote more efficient use of cars and to improve transit and active transportation options. Pricing strategies present an opportunity to fund the transportation system in a more equitable and fiscally sustainable way than current funding sources, promote more efficient functioning of existing infrastructure, and fund new transportation options, especially for those who do not own a vehicle or do not drive. The Legislature has directed State agencies to study a California mileage charge through SB 1077⁹⁵ and regional agencies have sponsored studies to assess region-specific design and impacts. Additional work is needed to ensure that application, design, and fund management of these strategies supports the State's climate and equity goals. In particular, pricing strategies need to take into account the potential choices available for vulnerable populations to ensure they are not unduly impacted by these strategies.

Potential Actions:

- State agencies could complete the second planned mileage-based fee pilot project by no later than 2025.
- The Legislature could permit implementation of a suite of roadway pricing strategies in support of adopted SCSs. This could include: establishing fees for miles driven as an alternative to the gas tax and providing flexibility to reinvest revenues in sustainable transportation options such as transit, biking, and walking; authorizing State and regional agencies to implement regional congestion or managed lane conversion projects, with guardrails to protect against applications that may result in inducing travel; as well as authorizing regional and local agencies to implement cordon pricing around downtown centers and other key destinations.

⁹⁴ Pricing strategies take many forms and can include fees for miles driven, cordon fees for operating vehicles in designated areas, parking fees, fees on congestion impact of ride-hailing services, and dynamic fees on highway lanes and other strategic roads to manage congestion.

⁹⁵ SB 1077 (DeSaulnier, Chapter 835, Statutes of 2014).

- State agencies could work in partnership with regional and local agencies to authorize different pricing mechanisms and provide guidance on pricing strategy implementation. This guidance could address: what pricing mechanisms are available; appropriate applications in urban, suburban, and rural contexts; options for how funds can be managed; how the revenue can be distributed to support transit and active transportation; and how to address equity concerns.
- State and regional agencies could provide guidance and incentives to local jurisdictions to develop and manage parking with pricing strategies around high-density and transit-rich areas in urban regions.

OPTIMIZE THE TRANSIT EXPERIENCE

Challenge: The four largest MPO regions are increasing transit investment, but transit ridership has not been increasing, and a dramatic decline in transit use occurred across California due to the pandemic. Although projects in the pipeline may increase ridership once construction is completed, project timelines are lengthy. Additional actions by State, regional, and local agencies are needed to rethink, innovate, and increase funding to provide both capital improvements to the transportation system and operational and maintenance improvements to sustain new and existing services so that the user experience becomes convenient and cost-competitive to driving.

Potential Actions:

- State and regional agencies could incentivize and support transit agencies to redesign their service networks to reflect changing land use patterns and innovate to better support the different service needs of both transit-dependent and choice riders, considering things like bus rapid transit, dedicated lanes, and transit signal priority. Transit agencies could continue to adapt services to optimize the transit experience for diversity of riders, considering differences in use by gender, race, and class. For example, Sacramento Regional Transit District updated services to improve frequency on fixed routes with highest ridership and offer new on-demand shuttle services to areas without service or previously served by inadequate or inefficient fixed-route service.⁹⁶
- The Legislature could further support transit success by dedicating funding to transit projects that optimize the transit experience, improve connections between systems, and offer a convenient alternative to driving.
- State and regional agencies could encourage transit agencies to adopt standardized transit fare structures and payment processes, and mobility

⁹⁶ For more information about Sacramento Regional Transit District's on-demand shuttle services see *SacRT SmARt Ride – Shuttle Service that Comes to You*. Sacramento Regional Transit. Accessed May 3, 2022. <https://www.sacrt.com/apps/smart-ride/>

accounts that provide static and real-time data to support transit network updates responsive to community travel needs. For example, Caltrans has initiated the California Integrated Travel Project (Cal-ITP) aiming to make it easier to use public transportation by offering seamless trip planning and payment across modes and across services in California.⁹⁷

- The Legislature could explore changes to the current Transportation Development Act requirements to support transit agency management decisions toward alignment with transit strategies in the SCSs.
- The Legislature could incentivize regional and local agencies to design policies to make transit affordable for all who need to use it and to make it a cost-competitive and convenient option to driving for choice riders.
- Local agencies could require incorporation of design elements into development projects near transit stations and stops to help improve the transit user experience, such as: lighting, benches, shade structures, urban greening, signage, bicycle parking, and curb management.

TRANSPORTATION PLANNING AND INVESTMENTS

Many stakeholders reiterated several challenges with funding the transportation planning and projects that implement the SCS. Specifically, they cited the need for better alignment of Federal, State, and local transportation funding sources with State objectives around climate and equity in order to implement projects consistent with SCSs. There is also a need to provide dedicated, flexible, multi-year, capacity-building funding for programmatic and technical assistance efforts around pedestrian and bicyclist safety, public engagement, and behavior change.

ACCELERATE DELIVERY OF VMT-REDUCING PROJECTS

Challenge: Meeting the GHG emission reductions needed from SB 375 relies on funding VMT-reducing projects. This can be accelerated by a structural realignment of the State's framework for planning and funding transportation to further prioritize investments in passenger rail, transit, active transportation, and building more sustainable communities.⁹⁸ Billions in funding for VMT-increasing projects are still found within RTPs (e.g., new general-purpose lanes, new managed lanes, interchanges, and new arterials and connector roads) as many transportation projects in the pipeline reflect priorities from earlier years and do not consider California's

⁹⁷ For more information about the Caltrans Cal-ITP program see *California Integrated Travel Project (Cal-ITP)*. Caltrans. Accessed May 2, 2022. <https://dot.ca.gov/cal-itp/cal-itp-gtfs>.

⁹⁸ Governor Newsom's EO N-19-19 and the subsequent development of the CAPTI call for this change and provide a general framework to achieve it, respectively. See CalSTA, "[Climate Action Plan for Transportation Infrastructure](#)"

current goals and priorities for VMT reduction.⁹⁹ Re-envisioning projects can be an opportunity to meet core needs in ways that align with State climate goals and do not increase VMT.

Potential Actions:

- State agencies have committed to working with stakeholders to reimagine roadway projects that increase VMT in the current pipeline of State transportation investments in a manner that addresses underlying access and connectivity needs while ensuring alignment with the State's climate and equity goals. This initiative should be prioritized.
- State agencies could accelerate efforts to implement the recommendations in the CAPTI in relation to planning and funding future transportation investments to support the State's VMT reduction goals, meet community needs, and prioritize needs of overburdened communities.
- The Legislature could explore providing additional funding to support mode shift to transit and active transportation. Examples of existing programs that are highly competitive and oversubscribed include Caltrans' ATP and LCTOP, as well as CARB's STEP.
- Regional and local agencies could prioritize transportation projects for funding based on how well they align with the State's VMT reduction goals and minimize the number of projects considered to be already committed and exempt from MPO efforts to prioritize projects for inclusion in the RTP based upon which projects best advance SCS implementation and regional goals.
- The Legislature could establish criteria related to emissions reductions and equity that transportation projects must meet in order to be funded by existing and new local transportation tax measures. To enhance transparency, the Legislature could also require agencies that administer these funds to estimate the GHG emission and VMT effects for each project and the financial impacts to low-income residents.
- State agencies could support and incentivize local and regional agencies in implementing transportation quick build methods (i.e., utilizing portable materials to separate car lanes and cycletracks/pedestrian/transit ways and expediting lengthy approval processes) to expand bikeway, pedestrian, and bus rapid transit networks.¹⁰⁰

⁹⁹ Deakin, E.; Chow, C.; Son, D.; Handy, S.; Barbour, E.; Lee, A., et al. (2021). Evaluation of California State and Regional Transportation Plans and Their Prospects for Attaining State Goals. *UC Berkeley: Institute of Transportation Studies at UC Berkeley*. <http://dx.doi.org/10.7922/G2MP51KQ> Retrieved from <https://escholarship.org/uc/item/50j4b4r8>

¹⁰⁰ For more information on recent implementation of the quick build method in California see: https://www.calbike.org/our_initiatives/quick-build-bikeway-networks-for-safer-streets/

IMPROVE ACCESS TO FUNDING FOR HIGH MODE SHIFT PROJECTS

Challenge: Some discretionary transportation and climate grant programs could do more to prioritize projects with high mode-shift potential, which are necessary for successful SCS implementation. To implement these projects, regional and local agencies have taken on additional work to piecemeal different funding sources and pursue competitive and oversubscribed transportation and climate grant programs. Further support for funding programs that offer flexibility like CARB's STEP¹⁰¹ are needed. At the same time, stakeholders interviewed for this report indicated that competitive funding pursuits can be extremely challenging, especially for smaller jurisdictions with limited staffing resources.

Potential Actions:

- State agencies could partner with local and regional agencies to reevaluate existing discretionary transportation and climate grant programs and update program guidelines to further prioritize projects with high mode-shift potential. Stakeholders identified the following priorities for discussion: elevating projects that meet multiple goals (citing CARB's clean transportation incentive programs as an example); optimizing flexible transit service to meet community needs in both urban and rural contexts; and closing gaps in the pedestrian and bicycle system.
- State agencies could streamline funding application processes and expand technical assistance offerings to regional and local agencies to make it easier to navigate State discretionary transportation and climate grant program opportunities.
- State and regional agencies could partner on developing technical assistance, grant writing support, and program implementation resources to serve under-resourced local jurisdictions seeking to implement transportation projects that align with the SCS. For example, SANDAG disseminates information through established forums with local members to share information about new State funding programs, which makes it less resource-intensive for local agencies to navigate on their own.
- The Legislature could establish durable and flexible funding streams to support implementation of transit and active transportation capital improvements and operations.

¹⁰¹ For more information on CARB's STEP see *Sustainable Transportation Equity Project (STEP)*. CARB. Accessed May 2, 2022. <https://ww2.arb.ca.gov/lcti-step>.

MOBILITY, SAFETY, HEALTH AND EQUITY

Traffic-related fatalities and serious injuries are a critical and preventable public health and equity issue. In 2017, California had a total of 3,582 fatal and 193,564 injury crashes.¹⁰² This is an average of 1.1 deaths per fatal crash.¹⁰³ Collisions are happening in every region and are happening to those who drive, walk, and bike. Of particular concern are vulnerable groups such as children and seniors. In 2017, children under the age of 15 accounted for 10.9 percent of pedestrian victims and 9.7 percent of bicycle victims that were killed and injured.¹⁰⁴ These tragic figures illustrate the crucial need to safely accommodate all modes and reduce speed limits to reduce the likelihood or severity of collisions. The multi-modal investments in regions' RTPs can make this possible and avoid future tragedies. Traffic-related fatalities and serious injuries have significant impacts on the lives of families, friends, colleagues, and communities. They also have economic and environmental impacts. Traffic collisions impact congestion, lead to emergency management costs and personal financial costs, property damage, and additional GHG emissions from bottlenecks. Increasing safety for pedestrians and bicyclists can make transit and active transportation more desirable, encouraging mode shift and reducing GHG emissions and VMT. Safety features can include a variety of interventions such as establishing slower vehicle speeds through traffic calming measures like speed humps, bulb-outs, chicanes, tighter turning radii; providing physically separated facilities such as through bike paths, transit lanes, and guardrails; establishing safe sight distances making vehicles, pedestrians and cyclists more visible; providing signal controls or stop-signs in heavily used intersections; speed cameras where appropriate; and more. Providing a safe transportation network is essential to meet our economic, housing, environmental, equity, and public health goals.

¹⁰² California Highway Patrol. *2017 Annual Report California: 2017 Annual Report of Fatal and Injury Motor Vehicle Traffic Crashes*. Undated. Available at: <https://www.chp.ca.gov/InformationManagementDivisionSite/Documents/2017%20ANNUAL%20REPORT%20CALIFORNIA.pdf>

¹⁰³ Ibid.

¹⁰⁴ Ibid.

PRIORITIZE COMMUNITY NEEDS

Challenge: SCS planning and implementation efforts need more robust community engagement to identify, measure, and prioritize transportation policy and project solutions that produce equitable outcomes. Community members and NGOs are essential partners in local and regional transportation planning and funding processes. Furthermore, situations where robust engagement has occurred, but the investments were not realized, erodes trust between communities and all levels of government. Additionally, investments in road-building projects that cut through communities or cut them off from other parts of town have created harmful impacts. It is important to engage communities in a meaningful way to identify community needs and then to prioritize those needs through project completion.

Potential Actions:

- State and regional agencies could encourage more community representation in decision-making processes by reevaluating participation requirements on advisory boards and committees to allow the public and non-governmental organization representatives to advise more directly on transportation policy and project decision-making.
- State and regional agencies could evaluate which communities have received more limited amounts of funds and then partner with community groups to develop strategies for addressing this.
- State and regional agencies could fund technical assistance to communities for pursuing funding for community-led plans and projects, especially for those identified through community-led transportation needs assessments. This could be accomplished through sustained funding to programs such as CARB's clean transportation incentive programs and the creation of new funding programs intended to fund community-led plans.
- State agencies could develop mechanisms and funding programs to allow local, regional, and State agencies to compensate community partners and NGOs for time participating in planning and decision-making processes at the local, regional, and State levels.
- State agencies could further support development of community emission reduction plans under AB 617¹⁰⁵ to include land use and transportation strategies that support SCS implementation and help address the pollution burdens in identified communities.

¹⁰⁵ AB 617 (C. Garcia, Chapter 136, Statutes of 2017).

NEW MOBILITY AND ELECTRIC VEHICLES

Transit ridership declines demonstrate that public transit must evolve to better meet changing community needs. SCSs have started to include new mobility strategies that complement public transit, as well as investments in electric vehicle deployment.¹⁰⁶ While these innovations have great potential, clear standards and guidelines are essential to maximize and ensure broad access to their benefits, and importantly, to avoid risks that they could increase VMT. Especially in rural communities, where transportation options may be more limited, electric vehicles will also be an essential component of sustainable mobility.

SUPPORT NEW MOBILITY CONNECTIONS TO TRANSIT

Challenge: New mobility strategies offer the potential to complement public transit and improve access to regional opportunities, especially by serving first/last mile travel needs. However, the rapid pace of innovation for new mobility technology and autonomous vehicles without clear standards for operation and safety presents risks for early adoption of technologies in the public sector. Adoption of new mobility programs need dedicated funding beyond the pilot phase to serve as reliable transportation options.

Potential Actions:

- State, regional, and local agencies could design, launch, and operate micromobility, rideshare, microtransit, and carsharing using statewide standardized data agreements, procurement through technology vendors, and partnerships with community-based organizations. For example, Caltrans' Cal-ITP has partnered with AMBAG, SBCAG, SACOG, and SCAG on a series of regional transit pilots to make it easier to use and pay for transit and collect high-quality mobility data to evaluate community benefits and inform design of further system enhancements (e.g., providing real time information to assist travelers in meeting their mobility needs).¹⁰⁷
- State and regional agencies could further support clean travel solutions to better address community needs by reviewing and updating funding program guidelines to allow more flexibility for innovative and clean micromobility, rideshare, microtransit, ridehailing, and last-mile delivery services that are supportive of SCS strategies.

¹⁰⁶ New mobility services include shared-use mobility services, such as car-share, ride-hailing, and micromobility services; mobile phone-based services for trip planning, booking, and payment; and new travel technologies such as automated vehicles (AVs).

¹⁰⁷ For more information about the Caltrans Cal-ITP program see *A modern and consistent transportation experience throughout California*. Cal-ITP. Accessed May 2, 2022. <https://www.calitp.org>.

- State agencies could develop toolkits for regional and local agencies on how to design new mobility programs to maximize program benefits and establish consistent data collection and reporting agreements.
- State agencies could provide guidance regarding deployment of autonomous vehicles, such as safety and operation standards to protect the public, and to ensure they support climate and equity goals.

COORDINATE ELECTRIC VEHICLE INVESTMENTS AND INFRASTRUCTURE

Challenge: Nearly all SCSs include strategies for incentivizing electric vehicle (EV) infrastructure or vehicle purchases. However, implementation remains difficult since the strategies require new charging infrastructure, new technology for users to learn, and workforce skill development. It also requires ensuring that these reductions do not undercut SB 375's original intent to coordinate land use and transportation systems to reduce driving.

Potential Actions:

- State agencies could encourage jointly planned and funded programs between regional and local agencies to achieve regional EV collaboration instead of having multiple EV programs in one region, each with their own funding needs.
- The Legislature could establish dedicated funding to implement the Innovative Clean Transit Regulation¹⁰⁸, so funds dedicated to VMT reduction strategies do not have to be redirected to purchase vehicles.
- State agencies in partnership with regional and local agencies could develop design standards for EV charging stations that help advance implementation of SCS strategies to increase EV infrastructure. Design standards can help expedite permitting approval timelines and implementation by making development less costly by addressing topics such as: siting and layout to accommodate all vehicle types; mapping and wayfinding signage to identify charging locations; and supportive infrastructure around charging stations (e.g., awnings, trash cans, etc.).
- State agencies could commit to working with utilities to increase resources dedicated to upgrading service in priority communities and to speed interconnections.
- State agencies in partnership with regional and local agencies could further support and expand outreach of existing workforce development programs

¹⁰⁸ Adopted in December 2018, the Innovative Clean Transit Regulation requires all public transit agencies to gradually transition to a 100-percent zero-emission bus fleet and encourages them to provide innovative first- and last-mile connectivity and improved mobility for transit riders. This regulation also provides various exemptions and compliance options to provide safeguards and flexibility for transit agencies through this transition. For more information see: <https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit>

supportive of EV infrastructure and maintenance in partnership with high schools, colleges, and universities to teach trade skills.

CALIFORNIA ENVIRONMENTAL QUALITY ACT & SB 743: PROJECT-LEVEL VMT

SB 375 includes CEQA provisions. These include streamlined review and analysis of residential or mixed-use projects consistent with the SCS; modified review and analysis through an expedited Sustainable Communities Environmental Assessment (SCEA) or for Transit Priority Projects (TPPs) that are consistent with the SCS; and a complete CEQA exemption for TPPs that are consistent with the SCS and meet a specific list of other requirements. CEQA benefits under SB 375 have had limited use, and new requirements to analyze VMT instead of LOS directed by SB 743 has been resource intensive for local and regional agencies to implement. During our interviews local and regional agencies called for support around CEQA streamlining and for support with SB 743 implementation. Further action is needed by State agencies and the Legislature to refine these tools in ways that support SCS implementation.

Improve CEQA Streamlining Benefits to Support Infill

Challenge: The existing CEQA benefits under SB 375 have very limited use as implementation costs outweigh this incentive. Most practitioners and stakeholders stated in discussions that SB 375 was not provided with strong implementation tools and many regions do not see the CEQA streamlining provisions in the law as a true incentive since it is complex to apply to specific projects. Although CEQA is not a primary barrier to infill housing relative to other challenges, further attention to any issues in its implementation can help iron out challenges.¹⁰⁹

Potential Actions:

- State or regional agencies could establish a new working group of experts to develop guidance for local agencies on how to incorporate land use-specific performance standards as part of municipal codes to streamline the CEQA review process. Developing code requirements instead of mitigation on a project-by-project basis streamlines project development and ensures development commitments are made upfront.
- The Legislature could improve CEQA streamlining opportunities for infill development by improving exemptions for projects that support GHG emission and VMT reductions. New CEQA streamlining could consider project location, density, affordability, floor area ratios, parking availability, mode shift, and other relevant factors.
- State and regional agencies could provide more resources, technical assistance, and guidance to locals on SB 375 CEQA provisions. For example, SACOG

¹⁰⁹ O'Neill, Moira and Biber, Eric and Gualco-Nelson, Giulia and Marantz, Nicholas and Marantz, Nicholas. (September 18, 2021). *Examining Entitlement in California to Inform Policy and Process: Advancing Social Equity in Housing Development Patterns*. Available at SSRN: <https://ssrn.com/abstract=3956250>

provides resources and worksheets to help CEQA lead agencies determine if SB 375 CEQA streamlining is applicable, appropriate, and how to approach it.¹¹⁰

Provide Support for SB 743 Implementation

Challenge: SB 743 transitioned environmental analysis away from LOS to VMT. However, it has been resource-intensive for local agencies to navigate and implement individually. VMT mitigation strategies are project-dependent and often designed independently of the region's SCS leaving the fundamental connection between regional and local transportation and land use strategies unaddressed.

Potential Actions:

- State and regional agencies could provide further guidance around how SB 743 thresholds and mitigation measures connect to and support SCS implementation, as well as develop more off-the-shelf resources (e.g., templates, guidance, and tools) for lead agencies to use in implementing and complying with SB 743. Currently, each lead agency is individually developing thresholds, which has been resource-intensive, especially for smaller and mid-size jurisdictions.
- State agencies could establish guidance for regional and local agencies on how to administer SB 743 mitigation banking or exchanges and how revenue should be spent to support SCS implementation such as for transit and active transportation projects.

¹¹⁰ Sacramento Area Council of Governments. SB 375 CEQA Streamlining. [SB 375 CEQA Streamlining - Sacramento Area Council of Governments \(sacog.org\)](https://www.sacog.org/sb375) Accessed May 12, 2022.

CONCLUSION

SB 375 has been an important tool to coordinate regional land use and transportation planning; however, it is incomplete. SB 375 establishes requirements for regional planning, which is only one element of the institutional and policy framework that affects how communities are planned and built and how people move around. Several attempts have been made to amend the SB 375 law.¹¹¹ To date, none has passed. Although such bills have generally been thoughtful efforts to strengthen SB 375, further challenges may have remained even had they passed, because no matter how robust, regional plans alone cannot reduce emissions.

Fulfilling SB 375 requires a stronger focus on implementation. Authorizing and funding strategies in the most recently adopted SCSs and using SCS planning assumptions to shape future growth are important opportunities to produce the sustainable development patterns and transportation systems California needs to meet the State's new carbon neutrality goals and to advancing equity. Although we are seeing some progress, the current toolbox is insufficient to fully implement the strategies needed to get to our goals. By authorizing and creating the tools we need, we can expand progress in this area before time runs out.¹¹²

¹¹¹ SB 526, 2019-2020 Reg. Sess. (Cal. 2019)
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB526; SB 1363, 2019-2020 Reg. Sess. (Cal. 2020)
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB1363; AB 1147, 2021-2022 Reg. Sess. (Cal. 2021)
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB1147; SB 261, 2021-2022 Reg. Sess. (Cal. 2021)
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB261; SB 475, 2021-2022 Reg. Sess. (Cal. 2021)
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB475

¹¹² <https://www.ipcc.ch/report/ar6/wg2/>



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Sean Tiedgen, AICP, Executive Director

April 22, 2024

Kirsten Wiard-Bauer
Office of Program Management
Federal Transit Administration
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Subject: Redding Area Bus Authority's Submission to FTA's FY 2024 Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program

Dear Ms. Wiard-Bauer:

I am writing to express my support for Redding Area Bus Authority's (RABA) grant application for hybrid and battery electric buses and associated charging infrastructure that RABA submitted in response to the Federal Transit Administration's (FTA) FY 2024 Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program Notice of Funding Opportunity.

Shasta Regional Transportation Agency (SRTA) is the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) for the Shasta Region. SRTA has a contractual agreement with Dignity Health Connected Living (DHCL) for specialized public transit services. RABA and DHCL both have Zero-Emission Fleet Transition Rollout Plans that address both federal and state requirements related to transitioning public transit fleets to zero-emission vehicles.

RABA's project will help the region realize progress towards meeting challenging regional greenhouse gas emission reduction goals, and we look forward to the addition of hybrid, ZEBs and charging infrastructure to the region. SRTA works closely with RABA on transit services in the Shasta Region and is coordinating with RABA on low- and zero-emission bus (ZEB) procurements for shared vehicles and shared charging infrastructure.

Thank you in advance for your consideration of this project. I fully support RABA in their efforts and look forward to the implementation of this project and the benefits it will bring to our communities.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sean Tiedgen", is written over a horizontal line.

Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency (SRTA)



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Sean Tiedgen, AICP, Executive Director

April 25, 2024

The Honorable Blanca Pacheco
California State Assembly
1021 O Street, Suite 6240
Sacramento, CA 95814

**Re: AB 817 (Pacheco): Open meetings; teleconferencing; subsidiary body.
As amended on January 17, 2024 – Notice of Support**

Dear Assemblymember Pacheco:

The Shasta Regional Transportation Agency (SRTA) writes to inform you of our support for Assembly Bill (AB) 817, which proposes changes to the Ralph M. Brown Act that would provide flexibility for non-decision-making subsidiary (i.e., advisory) bodies of legislative bodies, to allow for the use of teleconferencing without the need to post agendas or share personal and private information of those serving on subsidiary bodies.

SRTA is the metropolitan planning organization (MPO) and regional transportation planning agency (RTPA) for the Shasta County region, a mostly rural area of 3,847 square miles, averaging forty-seven persons per square mile in Northern California. SRTA conducts regional transportation planning activities focused on maintaining and improving the region's transportation systems for all users, of all abilities, and all modes of transportation. Our board of directors is composed of elected officials from the region's cities, county, and public transit agency. Additionally, SRTA has advisory bodies made up of citizens in our communities who review our transportation plans and programs and provide recommendations to the board of directors on ways to address our region's transportation needs.

These advisory members come from all over our region and represent various groups of protected classes who provide key input and perspective on the transportation needs of our communities. This includes individuals who may experience economic limitations such as low or fixed-income, seniors, persons with a disability, single parents, or may live in rural areas and experience difficulty getting around the region, especially during the winter months due to snow.

The Brown Act requires advisory body members to follow the same rules as decision-making bodies when it comes to teleconferencing into a meeting, including providing their place of participation, posting an agenda at their location, and ensuring the location is available and open

to a member of the public to attend. Sometimes these locations may be an advisory body member's private residence. Such requirements do not protect the advisory member's personal and private information and presents barriers to participation in civic duties. It can discourage participation in advisory bodies where the individual's experience, diversity, or expertise provides valuable perspective on addressing transportation needs. It can also present challenges for legislative bodies, such as SRTA, in recruiting and maintaining representatives of various groups required to be on our advisory bodies.

AB 817 provides a limited exemption under the Ralph M. Brown Act for members of subsidiary non-decision-making bodies to participate via teleconference. It protects the member's personal and private information, ensures participation, and helps attract and retain members. Additionally, the limited exception still maintains the public's right to access and participate in activities conducted on behalf of the public.

For these reasons, the Shasta Regional Transportation Agency is pleased to support AB 817. Should you have any questions on our position on this matter, please contact Sean Tiedgen, SRTA's executive director at stiedgen@srtc.ca.gov or (530) 262-6190.

Sincerely,



Tena Eisenbeisz, Vice Chair
Shasta Regional Transportation Agency (MPO)

cc: The Honorable Juan Carrillo, Chair, Assembly Committee on Local Government
The Honorable Marie Waldron, Vice Chair, Assembly Committee on Local Government
Members and staff, Assembly Committee on Local Government
Assemblymember Megan Dahle, Assembly District 1
Senator Brian Dahle, Senate District 1



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Sean Tiedgen, AICP, Executive Director

May 1, 2024

Steve Bade
Executive Officer
Redding Area Bus Authority (RABA)
777 Cypress Avenue
Redding, CA 96001

Subject: SRTA Fiscal Year 2023/24 Low Carbon Transit Operations Program Contributions to RABA's Projects

Dear Mr. Bade:

Thank you for Redding Area Bus Authority's (RABA) submittal of project ideas for funding under the regional portion (PUC 99313) of the fiscal year (FY) 2023/24 Low Carbon Transit Operations Program (LCTOP) for the Shasta Region. The Shasta Regional Transportation Agency (SRTA) has agreed to be a "contributing sponsor" of RABA's three projects as shown in the table below.

Project	Project Description	Project Amount
Free Summer Rides in Shasta	Free fare days starting July 1, 2024, to September 30, 2024, for RABA and ShastaConnect based on fare per boarding.	\$350,000 (99313)
Mobility Management	Develop a mobility management program which would entail the management and delivery of coordinated transportation services to customers such as, volunteer driver program, subsidy program with Lyft and Uber for shared rides, travel training, and develop marketing programs to increase overall RABA ridership.	\$103,738 Regional (99313) \$79,151 RABA (99314): \$24,587
Lifeline	Fare subsidy program for passengers who meet the Department of Health and Human Services Poverty Guidelines.	\$46,135 (99313)
Total Amount (including regional funds and RABA specific funds):		\$499,873

SRTA will provide any necessary supporting documents, information, or attachments for a successful application. Please adhere to the Disadvantaged Communities (DAC) requirement that at least 50% of the contributing funds be utilized within a DAC and meaningfully address an important community transit need.

Should you need further assistance with your application or have any questions regarding the FY 2023/24 LCTOP fund allocations, please contact Jennifer Pollom, senior transportation planner, by phone at 530-262-6195 or by email at jpollom@srta.ca.gov.

Sincerely,


Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency (SRTA)



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Sean Tiedgen, AICP, Executive Director

May 2, 2024

Debbie Pedersen, Executive Director
Modoc Transportation Agency/Sage Stage
108 S. Main Street
Alturas, CA 96101

Subject: Supporting Modoc Transportation Agency's FTA 5311(f) Intercity Bus Program

Dear Ms. Pedersen:

The Shasta Regional Transportation Agency (SRTA) endorses and supports continuing efforts by the Modoc Transportation Agency (MTA) and Sage Stage to provide public transportation that connects Modoc County with Reno, Nevada via Susanville, California, and also connects Klamath Falls, Oregon and Redding, California via Alturas. Sage Stage has provided these services for the past 23 years. These connections provide access to much needed services that are not available in the rural areas. They offer opportunities for individuals to travel on connecting services, thus enabling travel within California, the United States, and abroad.

We are pleased to coordinate regularly with Modoc Transportation Agency (MTA) and Modoc Sage Stage to help people access needed transportation and services in nearby urbanized areas, such as the SRTA urban area of Redding, CA. Residents of the Shasta Region, and nearby counties, would be significantly impacted with no available intercity public transportation. For this reason, SRTA works with transit member agencies of the North State Super Region on implementing the North State Intercity Bus System. Many residents depend and rely upon these services to travel to work or higher education, take care of daily needs, and access general and specialized medical services that are only remotely available. Connecting with all transit bus lines is a much-needed service.

SRTA recognizes that Sage Stage intercity bus services are vital to the remote rural area, where intercity trips connect residents to services that are not locally available. We wholeheartedly support efforts to obtain critical funding to sustain intercity transportation bus services, and we look forward to continued services to meet our regional resident's transportation needs.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sean Tiedgen", is written over a horizontal line.

Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency (SRTA)



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Sean Tiedgen, AICP, Executive Director

May 9, 2024

Patrick Lo
SB 1 Program Portfolio Manager
Caltrans
1120 N Street
Sacramento, CA 95814

Re: Concurrence Letter on Fix 5 Cascade Gateway Project Request for Project Scope Change

Dear Mr. Lo:

Caltrans District 2 and the Shasta Regional Transportation Agency (SRTA) are co-sponsors on the Fix 5 Cascade Gateway Project (EA 02-0H920). On behalf of the project sponsors, Caltrans District 2 prepared a Project Scope Change Request for the Fix 5 Cascade Gateway project, dated May 9, 2024, that provides updates to key elements of the project, including revised project limits and five project outputs, now that the Supplemental Environmental Document and Project Report have been completed.

As co-sponsor, I have reviewed and confirm that SRTA concurs with the information contained in the Project Scope Change Request form for the Fix 5 Cascade Gateway project. We appreciate your timely review and approval of the request so that the project remains on schedule.

Should you have any questions regarding SRTA's concurrence, please contact me at stiedgen@srta.ca.gov or (530) 262-6190.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sean Tiedgen", is written over a horizontal line.

Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

cc: Dave Moore, District Director, Caltrans District 2
Kerry Molz, Office Chief-Program/Project Manager, Caltrans District 2
Kelly Timmons, Project Manager, Caltrans District 2



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Sean Tiedgen, AICP, Executive Director

INVOICE 2024-1

Date of Invoice: May 15, 2024

Billing No: 1

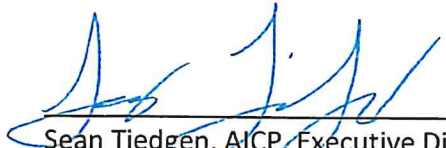
Nicole Fortner
District Local Assistance Engineer
Department of Transportation
1657 Riverside Dr.
Redding, CA 96001-0536

Dear Nicole,

Payment of state exchange funds is claimed pursuant to Local Agency-State Agreement No. X24-6496(026), AMS 0224000130, executed on May 8, 2024 (attached).

	<u>State Exchange</u>	<u>Total</u>
Total amount claimed:	\$2,292,252	\$2,292,252

I certify that the amounts in this invoice are true and correct; and the amount claimed is due and payable in accordance with the terms of the agreement.


Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency

ST/LB/jlc

Enclosures

LOCAL AGENCY INVOICE

DOT LAPM 5-A (REV 09/2023)

Reset Form

Print Invoice

Billing No: 1

SECTION 1: INVOICE

Local Agency Name Shasta Regional Transportation Agency			Remittance Address 1255 East St, Suite 202, Redding, CA 96001			Tax ID 900789415	
Date 05/15/2024	Caltrans District 2	Federal/State Proj. No. X24-6496(026)	Advantage Project ID 0224000130	Invoice No. 2024-1	Billing No. 1	Final Invoice ☐	Inactive Project ☐
Project Description Allocation to transportation projects in exchange for non-federal State Highway Account Funds.						PED (Federal)	
Fund Type(s): ☐ Federal ☒ State		Authorized Phase(s): ☐ PA&ED ☐ PE ☐ PS&E	☐ R/W ☐ R/W Util	☐ R/W Eng ☐ R/W Acq	☐ CE ☒ CON	☐ NI ☐ FA	

	Construction	Total
State Allocation Date:	05/08/24	
State Fund Type:		
Participating Cost	From:	
Participating Cost	To:	
Total Indirect Cost to Date:	\$	\$ 0.00
Total Direct Cost to Date:	\$ 2,292,252.00	\$ 2,292,252.00
Total Cost to Date:	\$ 2,292,252.00	\$ 2,292,252.00
Less: Non-Participating Cost to Date	\$	\$ 0.00
: Other	\$	\$ 0.00
: Other	\$	\$ 0.00
Total Participating Cost to Date:	\$ 2,292,252.00	\$ 2,292,252.00
State Reimbursement Ratio:	100%	
State Reimbursable Amount to Date:	\$ 2,292,252.00	\$ 2,292,252.00
Less: Total Amt. Paid on All Prev. Invoices	\$ 0.00	\$ 0.00
State Reimbursable Amount this Invoice	\$ 2,292,252.00	\$ 2,292,252.00
Less: State Withheld Retention	\$	\$ 0.00
: Amount Exceeding Allocated Fund	\$	\$ 0.00
: Other	\$	\$ 0.00
Amount of This Claim:	\$ 2,292,252.00	\$ 2,292,252.00
TOTAL INVOICE AMOUNT:		\$ 2,292,252.00

Refer to your **Finance Letter**

Allocated State Fund Amount:	\$ 2,292,252.00	\$ 2,292,252.00
Less: Total Amt. Paid on All Prev. Invoices	\$ 0.00	\$ 0.00
Funds Remaining Prior to this Claim:	\$ 2,292,252.00	\$ 2,292,252.00

LOCAL AGENCY INVOICE

DOT LAPM 5-A (REV 09/2023)

Reset Form

Billing No: 1

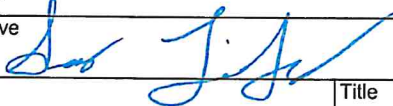
SECTION 2: INDIRECT COST CALCULATION**Indirect Cost:**

Phase	FY	Office/Department	Direct Cost Base Expense	Approved Indirect Cost Rate	Subtotal
			\$	%	\$ 0.00

Phase	PE	PA&ED	PS&E	R/W	CE	NI	FA
Total Indirect Cost to Date	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

CERTIFICATION

By signing this invoice, all local agency signatories certify to the best of my/our knowledge and belief that the invoice is true, complete, and accurate. The expenditures, disbursement, and cash receipts are for the purposes and objectives set forth in the terms and conditions of the Federal/State award. I/we are aware of any false, fictitious, fraudulent information, or the omission of any material fact may subject me/us to criminal, civil or administrative penalties for fraud, false statements, false claims or otherwise. (U.S. Code Title 18, Section 1001 and Title 31, Section 3729-3730 and 3801-3812). I/we certify that the cost claimed follow pertinent and applicable guidelines and all Federal/State regulations. All consultant and contractor agreements have been reviewed and approved in accordance with LAPM Chapter 10 Consultant Selection and Chapter 16 Administer Construction Contracts. I/we understand that Caltrans may review this invoice and support documentation for reasonableness at this time and that all invoices related documentation is subject to future detailed review by the Federal Highway Administration and/or Caltrans.

Signature of Local Agency Representative		Date	05/15/2024
Print Name	Sean Tiedgen	Title	Executive Director, ACIP

For questions regarding this invoice, please contact:

Contact Name	Title	Phone Number	E-mail
Laurent Beauregard	Assistant Transportation Planner	(530) 262-6205	lbeauregard@srta.ca.gov

Comments

Reimbursement for RSTP funds is claimed pursuant to Local Agency State Agreement No. X24-6496(026), executed on 05/08/2024.

Reset Form

Billing No: 1

SECTION 3: BILLING SUMMARY

Federal/State Project No. X24-6496(026)

Construction (Note: submit contractor pay estimate)						
Description (e.g., Contractor, Force Account, etc.)	Work Performed (Dates)		Vendor Receipt/ Invoice Number (if applicable)	Total Direct Cost (current invoice period only)	Less Non- Participating Cost (current invoice period only)	Total Participating Cost (current invoice period only)
	From	To				
						\$0.00
				\$0.00	\$0.00	\$0.00

Comments

LOCAL AGENCY INVOICE

DOT LAPM 5-A (REV 09/2023)

Reset Form

Billing No: 1

SECTION 4: CHECKLISTLocal Agency Name: Shasta Regional Transportation AgencyBilling No: 1 Federal / State Project No: X24-6496(026)

	Frequency	Local Agency		Caltrans
		Confirm	N/A	Concur
1 Executed Program Supplement Agreement (PSA) on file with Local Agency.	All Invoices	☒		
2 Submittal of signed completed Local Agency Invoice (LAPM 5-A) which includes Section 1: Invoice, Section 2: Indirect Cost Calculation, Section 3: Billing Summary (submit contractor pay estimate for construction invoices), and Section 4: Checklist.	All Invoices	☒		☐
3 Reimbursable work claimed is incurred during approved period of performance: • After E-76 (Federal Authorization Date to Proceed) date and prior to the Project End Date (PED) for Federally Funded projects. • After California Transportation Commission (CTC) State Allocation Date and prior to State Timely Use of Funds (TUF) deadline for State Program projects.	All Invoices	☒		☐
4 Invoice submitted at least two months prior to any claimed funds lapsing or expiring. • Check Finance Letter Reversion Date (Federal / State) • Verify Cooperative Work Agreement Approval (Federal / State)	All Invoices	☒		☐
5 Invoice is consistent with current approved Finance Letter. • Phases of Work • Fund Types (e.g., CMAQ, RSTP, etc.) • Reimbursement Ratios • Available Balance of Federal / State Funds	All Invoices	☒		☐
6 Invoiced amount must be greater than 2% of the total Federal and/or State funds or \$1,000, whichever is greater, unless authorized by District Local Assistance Engineer (DLAE) to prevent inactivity.	All Invoices	☒		☐
7 Percentage of work complete is consistent with total Federal / State funds invoiced (i.e., project should not be 80% expended if only 20% complete).	All Invoices	☒		☐
8 Remaining balance should not be less than Caltrans required retention (\$40,000 or 2% of the Federal / State funds, whichever is greater).	All Invoices prior to Final Invoice	☒		☐
9 The following must be received / accepted by the appropriate entities <u>prior to invoicing</u> : • A&E Consultant Contract Form in the A&E Consultant Contract Database • A&E Consultant Indirect Cost Rate • Copy of executed contract and Exhibits 10-O1 and 10-O2 to DLAE. For on-call contracts, copy of issued task order and corresponding Exhibit 10-O2.	All Invoices All First A&E Consultant Invoices All A&E Consultant Contracts ≥ \$1M All First Federally Funded Consultant Invoices	☐ ☐ ☐ ☐	☒ ☒ ☒ ☒	☐ ☐ ☐ ☐
10 Verification of Project Award: Attach LAPM Exhibit 15-L (Federal), LAPG Exhibit 25-O (State).	First Construction Capital Invoice	☐	☒	☐
11 Submit contractor pay estimate with Billing Summary.	Construction Invoices	☐	☒	☐

Signature of Local Agency Representative

05/15/2024

Date

Sean Tiedgen, AICP, Executive Director

Print Name and Title

Signature of Caltrans District Reviewer

Date

Print Name/Title/Phone Number

Comments

FEDERAL APPORTIONMENT EXCHANGE PROGRAM
CALIFORNIA DEPARTMENT OF TRANSPORTATION
REGIONAL TRANSPORTATION PLANNING AGENCY

District: 02

Agency: Shasta Regional Transportation Agency

Agreement No. X24-6496(026)

AMS Adv ID:0224000130

THIS AGREEMENT is made on 5/8/2024, by Shasta Regional Transportation Agency, a Regional Transportation Planning Agency (RTPA) designated under Section 29532 of the California Government Code, and the State of California, acting by and through the Department of Transportation (STATE).

WHEREAS, RTPA desires to assign RTPA's portion of federal apportionments made available to STATE for allocation to transportation projects in accordance with Section 182.6 of the Streets and Highways Code (Regional Surface Transportation Program/Regional Surface Transportation Block Grant Program [RSTP/RSTBGP] funds) in exchange for nonfederal State Highway Account funds:

NOW, THEREFORE, the parties agree as follows:

1. As authorized by Section 182.6(g) of the Streets and Highways Code, RTPA agrees to assign to STATE the following portion of its estimated annual RSTP/RSTBGP apportionment:

\$2,292,252.00 for Fiscal Year 2023/2024

The above referenced portion of RTPA's estimated annual RSTP/RSTBGP apportionment is equal to the estimated total RSTP/RSTBGP apportionment less (a) the estimated minimum annual RSTP/RSTBGP apportionment set for the County under Section 182.6(d)(2) of the Streets and Highways Code, (b) any Federal apportionments already obligated for projects not chargeable to said County's annual RSTP/RSTBGP minimum apportionment, and (c) those RSTP/RSTBGP apportionments RTPA has chosen to retain for future obligation.

2. RTPA agrees the exchange for County's estimated annual RSTP/RSTBGP minimum apportionment under Section 182.6(d)(2) of the Streets and Highways Code will be paid by STATE directly to Shasta County.

For Caltrans Use Only

I hereby Certify upon my own personal knowledge that budgeted funds are available for this encumbrance



Accounting Officer

| Date 03/19/2024 \$2,292,252.00

3. Subject to the availability of STATE funds following the receipt of an RTPA invoice evidencing RTPA's assignment of those estimated RSTP/RSTBGP funds under Section 1 to STATE, STATE agrees to pay to RTPA an amount not to exceed \$2,292,252.00 of non-federal exchange funds ("Funds") that equals the sum of the estimated RSTP/RSTBGP apportionment assigned to State in Section 1 above.

4. RTPA agrees to allocate all of these Funds only for those projects implemented by cities, counties, and other public transportation agencies as are authorized under Article XIX of the California State Constitution, in accordance with the requirements of Section 182.6(d)(1) of the Streets and Highways Code.

5. RTPA agrees to provide to STATE annually by each August 1 a list of all local project sponsors allocated Funds in the preceding fiscal year and the amounts allocated to each sponsor.

6. RTPA agrees to require project sponsors receiving those Funds provided under this AGREEMENT to establish a special account for the purpose of depositing therein all payments received from RTPA pursuant to this Agreement: (a) for cities within their Special Gas Tax Street Improvement Fund, (b) for counties, within their County Road Fund, and (c) for all other sponsors, a separate account.

7. RTPA agrees, in the event a project sponsor fails to use Funds received hereunder in accordance with the terms of this AGREEMENT, to require that project sponsor to return those exchange Funds to RTPA for credit to the account established under Section 6 above. In the event of any such requirement by STATE, RTPA shall provide written verification to STATE that the requested corrective action has been taken.

8. STATE reserves the right to reduce the STATE Funds payment required hereunder to offset such additional obligations by the RTPA or any of its sponsoring agencies against any RSTP/RSTBGP federal apportionments as are chargeable to, but not included in, the assignment made under Section 1 above.

9. COST PRINCIPLES

A) RTPA agrees to comply with, and require all project sponsors to comply with Office of Management and Budget Supercircular 2 CFR 200, Cost Principles for State and Local Government and the Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

B) RTPA will assure that its fund recipients will be obligated to agree that (A) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, Et Seq., shall be used to determine the allowability of individual project cost items and (B) Those parties shall comply with Federal Administrative Procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements To State And Local Governments. Every sub-recipient receiving funds as a contractor or sub-contractor under this agreement shall comply with Federal administrative procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

C) Any fund expenditures for costs for which RTPA has received payment or credit that are determined by subsequent audit to be unallowable under Office of Management and Budget Supercircular 2 CFR 200 are subject to repayment by RTPA to STATE. Should RTPA fail to reimburse fund moneys due STATE within 30 days of demand, or within such other period as may be agreed in writing between the parties, hereto, STATE is authorized to intercept and withhold future payments due RTPA and STATE or any third-party source, including but not limited to, the State Treasurer, The State Controller and the CTC. The implementation of the Supercircular will cancel 49 Cfr Part 18.

10. THIRD PARTY CONTRACTING

A) RTPA shall not award a construction contract over \$10,000 or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code Sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed using Funds without the prior written approval of STATE.

B) Any subcontract or agreement entered into by RTPA as a result of disbursing Funds received pursuant to this AGREEMENT shall contain all of the fiscal provisions of this Agreement; and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as project costs only after those costs are incurred and paid for by the subcontractors.

C) In addition to the above, the preaward requirements of third party contractor/consultants with RTPA should be consistent with Local Program Procedures as published by STATE.

11. ACCOUNTING SYSTEM

RTPA, its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate Fund expenditures by line item. The accounting system of RTPA, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

12. RIGHT TO AUDIT

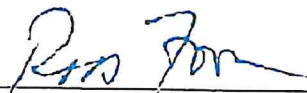
For the purpose of determining compliance with this AGREEMENT and other matters connected with the performance of RTPA's contracts with third parties, RTPA, RTPA's contractors and subcontractors and STATE shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times for three years from the date of final payment of Funds to RTPA. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent for audits, examinations, excerpts, and transactions, and RTPA shall furnish copies thereof if requested.

13. TRAVEL AND SUBSISTENCE

Payments to only RTPA for travel and subsistence expenses of RTPA forces and its subcontractors claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under current State Department of Personnel Administration (DPA) rules.

If the rates invoiced are in excess of those authorized DPA rates, then RTPA is responsible for the cost difference and any overpayments shall be reimbursed to STATE on demand.

STATE OF CALIFORNIA
Department of Transportation

By: 
Office of Project Management Oversight
Division of Local Assistance

Date: 5/8/2024

Shasta Regional Transportation
Agency

By: 
SEAN TIEDGEN
Title: EXECUTIVE DIRECTOR

Date: 4/9/2024

FEDERAL APPORTIONMENT EXCHANGE BUYOUT PROGRAM ANNUAL REPORT FOR 2022/2023

Shasta Regional Transportation Agency

(RTPA NAME)

[illegible]



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

Sean Tiedgen, AICP, Executive Director

Miss Alberta S. Snowden
Associate Governmental Program Analyst
CalTrans, Division of Local Assistance
Office of Project Management Oversight
Project Implementation Support Branch (PISB)

Dear Miss Snowden,

In fiscal year (FY) 2022/23, we collected both the FY 2021/22 and FY 2022/23 exchange fund allocations (\$2,010,557 and \$2,409,442, respectively), resulting in a high cash balance. \$3,621,165 is available for immediate reimbursement upon request from the claimants for eligible expenses. As of December 2023, three out of four jurisdictions have not requested reimbursement for their FY 2021/22 and FY 2022/23 approved projects. The remaining cash is reserved for regional projects. We expected to receive requests for reimbursement of the available funds by this fiscal year-end (June 30, 2024).

Respectfully,

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

Jessica Carlson
Chief Fiscal Officer
Shasta Regional Transportation Agency
Redding, CA

RESOLUTION 09-12

AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE ALL CURRENT AND FUTURE MASTER AGREEMENTS, PROGRAM SUPPLEMENTAL AGREEMENTS, FUND EXCHANGE AGREEMENTS, FUND TRANSFER AGREEMENTS, AND ANY AMENDMENTS THERETO WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION

WHEREAS, the Shasta County Regional Transportation Planning Agency is eligible to receive Federal and/or State funding for certain transportation projects through the California Department of Transportation; and

WHEREAS, Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, and/or Fund Transfer Agreements with the California Department of Transportation need to be executed before such funds can be claimed; and

WHEREAS, the Shasta County Regional Transportation Planning Agency wishes to delegate authorization to execute these agreements and any amendments thereto to the Executive Director.

NOW, THEREFORE, BE IT RESOLVED that the Shasta County Regional Transportation Planning Agency authorizes the Executive Director to execute all current and future Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, and any amendments thereto with the California Department of Transportation.

PASSED AND ADOPTED this 28th of July, 2009, by the Shasta County Regional Transportation Planning Agency.



Dick Dickerson, Chair
Shasta County Regional
Transportation Planning Agency



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

Sean Tiedgen, AICP, Executive Director

May 22, 2024

Kathy Pongratz, Chief
Rural Transit & Intercity Bus Branch
Division of Local Assistance - Office of Transit Grants and Contracts
PO Box 942873, MS-39
Sacramento, CA 94273-0001

Subject: Letter of Support for Trinity County Transportation Commission's FTA 5311(f) Application

Dear Ms. Pongratz:

The Shasta Regional Transportation Agency (SRTA) supports Trinity County Transportation Commission (TCTC) and Trinity Transit's Federal Transit Administration (FTA) 5311(f) Intercity Bus Program grant application to provide public transportation that connects Trinity County to the greater North State region. Trinity Transit provides much needed access to essential services in our region, as well as connections to other public transportation services such as Redding Area Bus Authority (RABA), Flix Bus, Greyhound, and Amtrak. SRTA coordinates with and supports Trinity's on-going efforts. Trinity Transit bus services provide regional feeder connections for the larger North State Intercity Transportation System, for which SRTA coordinates with our North State partners to connect our more rural, isolated communities to the larger statewide intercity bus and rail networks.

Trinity Transit provides vital intercity bus connections, along State Route 299, connecting Humboldt, Trinity, and Shasta counties. Similar to Burney Express (Shasta County), Sage Stage (Modoc County), and TRAX (Tehama County) connecting North State communities to the Redding Area Bus Authority (RABA) urban bus system and intercity transportation networks, Trinity Transit services connect North State communities to both the Interstate 5 and State Route 101 corridors.

SRTA is pleased to coordinate regularly with Trinity County Transportation Commission and Trinity Transit to develop the North State Intercity Transportation System. Trinity Transit bus services are vital to our remote rural areas, and we strongly urge your funding of their project.

Respectfully,

A handwritten signature in blue ink, appearing to read "Sean Tiedgen", is written over a horizontal line.

Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency (SRTA)



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

Sean Tiedgen, AICP, Executive Director

May 23, 2024

Sarah Saad
Transportation Planner
Trinity County Transportation Commission / Trinity County Department of Transportation
PO Box 2490
31301 State Highway 3
Weaverville, CA 96093

Subject: SRTA Acknowledgement of Memorandum of Understanding for a Trinity Transit Bus Shelter at Redding
Downtown Transit Center

Dear Ms. Saad:

Thank you for providing the draft memorandum of understanding (MOU) between Trinity County Transportation Commission (TCTC) and Redding Area Bus Authority (RABA) for a Trinity Transit Bus Shelter at Redding Downtown Transit Center. As we understand, TCTC is providing \$800 of California State of Good Repair (SGR) program funds for a new bus shelter to be installed at the Downtown Transit Center. Thank you for informing us of the project. SRTA will provide any necessary supporting documents, information, or attachments for successful completion.

Should you need further assistance with the project, please contact Jennifer Pollom, senior transportation planner, by phone at 530-262-6195 or by email at jpollom@srta.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sean Tiedgen", is written over a horizontal line.

Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency (SRTA)



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

Sean Tiedgen, AICP, Executive Director

May 28, 2024

John C. Andoh, Transit General Manager
Redding Area Bus Authority
777 Cypress Avenue
Redding, CA 96001

Subject: Letter of Support for Redding Area Bus Authority's FTA 5311(f) Application

Dear Mr. Andoh:

The Shasta Regional Transportation Agency (SRTA) supports Redding Area Bus Authority's (RABA) Federal Transit Administration (FTA) 5311(f) Intercity Bus Program grant application to provide public transportation via the 299X (aka and formerly Burney Express) intercity bus service. SRTA coordinates with and supports RABA's on-going efforts.

The 299X bus service provides much needed access to essential services in our region, as well as opportunities to connect to other public transportation connections at the Redding Downtown Transit Center to the urban fixed routes of RABA, Greyhound, Flixbus, Amtrak (trains and buses), Trinity Transit (Trinity County), Sage Stage (Modoc County), and TRAX (Tehama County). The 299X bus service is a regional feeder of the larger North State Intercity Transportation System, for which SRTA champions with our North State Super Region partners to connect our more rural, isolated communities to the larger statewide intercity bus and rail networks.

SRTA is pleased to coordinate regularly with RABA as our local public transportation provider and to develop the North State Intercity Transportation System. RABA bus services are vital to our remote rural area, and we strongly urge your funding of their project.

Respectfully,

A handwritten signature in blue ink, appearing to read "Sean Tiedgen", is written over a horizontal line.

for Sean Tiedgen

Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency (SRTA)



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

Sean Tiedgen, AICP, Executive Director

June 4, 2024

The Honorable Dave Cortese
California State Senate
1021 O Street, Suite 6630
Sacramento, CA 95814

Re: AB 6 (Friedman) Transportation planning: regional transportation plans: reduction of greenhouse gas emissions. As amended on May 30, 2024. **(Oppose)**

Dear Chair Cortese and Senate Transportation Committee Members:

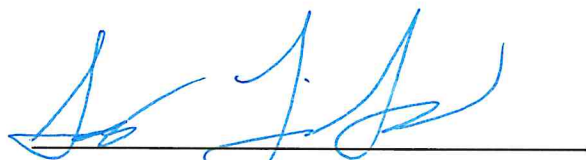
The Shasta Regional Transportation Agency (SRTA) is one of California's eighteen metropolitan planning organizations (MPO) required to prepare a regional transportation plan (RTP) that addresses federal and state transportation planning requirements along with a state-required Sustainable Communities Strategy (SCS) component under Senate Bill (SB) 375. ***We write to inform you of our opposition to Assembly Bill (AB) 6*** for the following reasons:

- **Reduces collaboration and eliminates regional, context-appropriate solutions.** AB 6 destroys the existing collaboration between MPOs and CARB that was built into SB 375. Taking steps to reduce Greenhouse Gas (GHG) emissions requires a combination of state, regional, and local actions, and support. SB 375 was designed to provide the flexibility to address specific needs in each region. It acknowledged that not every project would be perfect, but required the region as a whole to meet the target in a way that was context appropriate.
- **Broadens CARB's review beyond the intent of SB 375 on matters outside their expertise and creates conflict with federal processes.** AB 6 would allow CARB staff (without Board approval) to unilaterally reject any strategy it deems "unlikely" in an RTP/SCS. This is an issue since the RTP is a federally required plan that also plays a role (in applicable regions) to address state air quality conformity. Under SB 375, CARB staff are currently charged with reviewing the RTP/SCS through the lens of GHG reductions, not anything else, and to only either accept or reject the MPO's determination that the proposed strategy would achieve the GHG reduction targets if implemented. AB 6 expands CARB staff to make determinations on any other strategies, such as housing policy, outside their expertise and ignores federal law that says strategies need only be "reasonable" or realistic.

- **Sets future GHG reduction targets without consideration of impacts to rural and disadvantaged communities and fiscal constraints to do so.** AB 6 would require a target for MPOs in 2045 (and indefinitely into the future) without any thought about how such a target should be set when the majority of cars might (or might not) be electric or other alternative-fuel vehicles. It ignores the simple fact that many of those holding off on transitioning in the future are those living in our rural and disadvantaged communities where they cannot afford to do so, or the infrastructure may still not be adequate or in place to do so. This poses a simple math problem: achieving meaningful GHG per capita reductions becomes more difficult as less cars are fueled by gasoline. In addition, the decline in the purchase of gasoline will result in less funding available to make the transformative transportation investments; which will be reflected in regional plans that must be fiscally constrained.
- **Adds provisions on items outside MPO control.** We also oppose the other provisions in AB 6, including requiring wildlife corridors to avoid, minimize, and mitigated impacts and barriers to wildlife movement to the “maximum extent feasible” (which does not account for conflicting goals), requiring MPOs to “identify and analyze connectivity areas, permeability, and natural landscape areas” (despite clarity on the level of “analysis” required), and a new requirement to maintain GHG reductions for 20 years (despite changes in other factors beyond MPO control) without allowing consideration of other conflicting factors of equal importance as allowed under the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA).

For these reasons, the Shasta Regional Transportation Agency urges a “No” vote on AB 6. Thank you for your consideration. Should you have any questions on our position on this matter, please contact me at stiedgen@srta.ca.gov or (530) 262-6190.

Sincerely,



Sean Tiedgen, AICP, Executive Director
Shasta Regional Transportation Agency (MPO)

cc: Senator Roger Niello, Vice-Chair, Senate Transportation Committee
Members and staff, Senate Transportation Committee
Senator Brian Dahle, Senate District 1
Assemblymember Megan Dahle, Assembly District 1
Assemblymember Laura Friedman, Assembly District 44
SRTA Board of Directors



TRANSMITTED ELECTRONICALLY

The Honorable Gavin Newsom
Governor, State of California
1021 O Street, Suite 900
Sacramento, CA 95814

June 7, 2024

Re: Support Joint Legislative Budget Plan Proposal for Regional Early Action Planning Grants of 2021 (REAP 2.0)

Dear Governor Newsom,

The undersigned organizations respectfully urge your support for the \$250 million restoration of the Regional Early Action Planning Grant (REAP 2.0) included in the Joint Legislative Budget Plan. Our coalition includes all 18 Metropolitan Planning Organizations (MPOs) that are the designated recipients of 70 percent of the REAP 2.0 funds, as well as other partnering agencies, which will be involved in the selection and implementation of the program's "transformative" projects.

There are two reasons REAP 2.0 deserves special consideration despite the current budget circumstances. First, much of the funding has already been awarded on projects that have started. Second, this program sits at an important nexus of achieving both the state's affordable housing and climate goals.

As such, any additional cuts to the program beyond the legislature's proposed \$50 million cut will have many unintended consequences. Below we have outlined these issues in more detail:

- **Funding is Already Obligated and Projects are Underway.** REAP 2.0 is a reimbursement-based program that was created nearly three years ago. While it may appear that funds are not needed because they have not yet been spent, a substantial amount of preparatory work has gone into implementing this innovative program and much of the funding has already been committed to local partners. Contractually obligated work was started on the promise of being reimbursed. Additionally, MPOs have already begun negotiating and executing contracts to implement transformative climate and housing investments, work that would potentially need to be rescope or cancelled, harming relationships with existing contractors and community partners and eroding trust in MPOs and the State as reliable business partners. Additionally, MPOs have already spent substantial staff time, and in many instances have hired new staff, to deeply engage with communities, develop proposals, work with HCD to ensure proposed uses meet the goals of the program, and initiate projects to meet aggressive implementation timelines.
- **Funding for Implementation of SB 375 Sustainable Communities Strategies.** MPOs in California are required to develop Sustainable Communities Strategies that meet greenhouse gas reduction targets through regional plans that connect transportation and land use. REAP 2.0 funding is the first state funding that affords MPOs discretion to provide early funding on transformative projects that can accelerate state housing and climate goals. MPOs receive state and federal funding for transportation projects but REAP 2.0 funding is unique by funding MPOs to advance infill and affordable housing projects in locations that will maximize greenhouse gas reductions.
- **Keep Affordable and Infill Housing Projects On Track.** Restoration of this funding supports, at a minimum, 5,600 housing units and in many cases is supporting programs that will continue to provide loans for future housing units. The majority of REAP 2.0 funding will go directly to building more housing units, supportive infrastructure investments (e.g., necessary sewer, water, and utility upgrades) that will unlock sites for future housing developments, and/or innovative financing strategies such as housing trusts.

For these reasons, we urge you to support the REAP 2.0 funding restored in the Joint Legislative Budget Plan. Please contact Bill Higgins, Executive Director of the California Association of Councils of Governments (bhiggins@calcog.org or (916) 717-8324) if you have any questions or if we can be of any assistance.

Sincerely,



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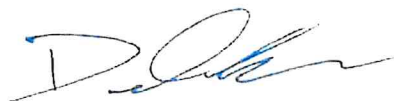
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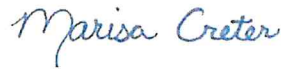
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