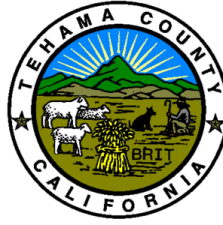


**TEHAMA COUNTY TEHAMA COUNTY SOCIAL SERVICES
TRANSPORTATION ADVISORY COUNCIL (SSTAC)**



Tuscan Room
727 Oak Street, Red Bluff, CA 96080
(530) 527-4655
<http://www.tehama.gov>

AGENDA FOR THURSDAY, OCTOBER 3, 2024

3:00 PM

Chairman: Sharon Young, Vice Chairman: John Leach

Lisa Matheson, Desiree Oglesby, Terry Rapley, Candy Carlson, Josh Durham

Vacant: Representative of the potential transit users who are 60 years or older

Vacant: Representative of the potential transit users who are handicapped

Vacant: Representative of the local social service providers for seniors

Vacant: Representative of the local social service providers for disabled

Vacant: Representative of a local consolidated transportation service agency

***Vacant positions do not impact meeting quorum**

This meeting conforms to the Brown Act Open Meeting Requirements, in that actions and deliberations of the SSTAC created to conduct the people's business are taken openly; and that the people remain fully informed about the conduct of its business. Any written materials related to an open session item on this agenda that are submitted to the Deputy County Clerk less than 72 hours prior to this meeting, and that are not exempt from disclosure under the Public Records Act, will promptly be made available for public inspection at Tehama County Transportation Commission, 1509 Schwab St., Red Bluff, CA. 96080.

1. Call to Order / Introductions / Pledge of Allegiance

2. Public Comment

This time is set aside for citizens to address this Council on any item of interest to the public that is within the subject matter jurisdiction of the SSTAC provided the matter is not on the agenda or pending before this Council. The Chair reserves the right to limit each speaker to three (3) minutes. Disclosure of the speaker's identity is purely voluntary during the public comment period.

3. Announcement of Agenda Corrections**4. Announcements**[24-1690](#)

- a. The next scheduled Tehama County Social Services Transit Advisory Council meeting is scheduled for Thursday, December 5, 2024, at 3:00 PM.
- b. A Request for Proposals is currently being developed and selected for triennial auditing services for the TRAX program as required by the Transportation Development Act.

5. TRAX Transit Report - General Manager Young[24-1689](#)

Informational presentation for TRAX program ridership in FY 2023/24.

6. Approval of Minutes - Transportation Planning Aide Houghtby[24-1692](#)

Waive the reading and approve the minutes from the February 1, 2024, Tehama County Social Services Transportation Advisory Council (SSTAC) regular meeting.

Attachments: [SSTAC Feb 1st Minutes](#)

7. Bylaw Amendment - Deputy Director Riske-Gomez[24-1687](#)

Request recommendations and approval of the amended Tehama County Social Services Transportation Council (SSTAC) Bylaws.

Attachments: [Bylaws 2024 Amend](#)

8. TRAX Facility Presentation - Associate Planner Fox[24-1686](#)

Informational presentation on the transit facility remodel and new construction.

Attachments: [Remodel Completion.pptx](#)

9. Unmet Transit Needs Process Kick-off - Deputy Director Jessica Riske-Gomez **[24-1685](#)**

- a. Overview of the Unmet Needs Process.
- b. Review of Tehama County Transit Agency Board “Unmet Transit Needs” and “Reasonable to Meet” definitions.
- c. Distribute materials.

Attachments: [UNMET TRANSIT NEEDS PROCESS](#)
[Adopted Definitions 2013](#)
[Unmet Transit Needs Matrix](#)

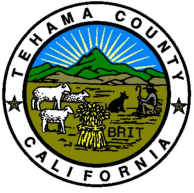
10. Announcement of Grant Awards - Deputy Director Riske-Gomez **[24-1688](#)**

Staff report on grant awards in 2024.

Attachments: [20240827-AHSC Round 8 Map](#)
[20240827-Round 8 Awards and Applications](#)
[20240827-AHSC Round 8 Award Summaries](#)
[SB125 Informal Draft Guidelines Explanatory Webinar Presentation-a11y](#)

11. Items for Future Agendas**12. Closing Comments****Adjourn**

The County of Tehama does not discriminate on the basis of disability in admission to, access to, or operation of its buildings, facilities, programs, services, or activities. Questions, complaints, or requests for additional information regarding the Americans with Disabilities Act (ADA) may be forwarded to the County’s ADA Coordinator: Tom Provine, County of Tehama, 727 Oak St., Red Bluff, CA 96080, Phone: (530) 527-4655. Individuals with disabilities who need auxiliary aids and/or services or other accommodations for effective communication in the County’s programs and services are invited to make their needs and preferences known to the affected department or the ADA Coordinator. For aids or services needed for effective communication during Tehama County Transportation Commission meetings, please contact the ADA Coordinator prior to the day of the meeting. This notice is available in accessible alternate formats from the affected department or the ADA Coordinator.



Tehama County

Agenda Request Form

727 Oak Street, Red Bluff,
CA 96080
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File #: 24-1690

Agenda Date: 10/3/2024

Agenda #: 4.

Announcements

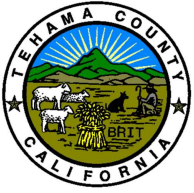
Requested Action(s)

- a. The next scheduled Tehama County Social Services Transit Advisory Council meeting is scheduled for Thursday, December 5, 2024, at 3:00 PM.
- b. A Request for Proposals is currently being developed and selected for triennial auditing services for the TRAX program as required by the Transportation Development Act.

Financial Impact:

None.

Background Information:



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File #: 24-1689

Agenda Date: 10/3/2024

Agenda #: 5.

TRAX Transit Report - General Manager Young

Requested Action(s)

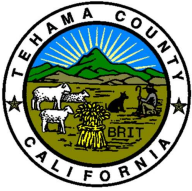
Informational presentation for TRAX program ridership in FY 2023/24.

Financial Impact:

None.

Background Information:

[Click here to enter Background Info.](#)



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File #: 24-1692

Agenda Date: 10/3/2024

Agenda #: 6.

Approval of Minutes - Transportation Planning Aide Houghtby

Requested Action(s)

Waive the reading and approve the minutes from the February 1, 2024, Tehama County Social Services Transportation Advisory Council (SSTAC) regular meeting.

Financial Impact:

None.

Background Information:

See attached minutes

**Tehama County Social Services
Transportation Advisory Council (SSTAC)
Minutes of February 1, 2024, 3:00 PM
Agenda**

Member Name	Status
John Leach	Present
Candy Carlson	Present
Lisa Matheson	Present
Sharon Young	Present
Desiree Oglesby	Present
Terry Rapley	Present

1. Call to Order

Chairman Young called the meeting to order at 3:00 PM and led the Pledge of Allegiance.

2. Public Comment

None.

3. Announcement of Agenda Corrections

None.

4. Announcements

Deputy Director Riske-Gomez announced Tehama County Transit Agency Board staff will be updating the SSTAC Bylaws to change locations from Board Chambers, located at 727 Oak Street, to the TCTC facility at 1509 Schwab Street, Red Bluff.

5. Approval of Minutes

Motion by Councilmember Leach, seconded by Councilmember Carlson, to approve the minutes from the December 7, 2023, Tehama County Social Services Transportation Advisory Council meeting.

RESULT:	Approved [Unanimous]
MOVER:	John Leach
SECONDER:	Candy Carlson
AYES:	Matheson, Young, Oglesby, Leach, Carlson, Rapley
ABSENT:	None

6. 2024 Meeting Schedule - Deputy Director Riske-Gomez

Motion by Councilmember Carlson, seconded by Councilmember Leach, to adopt the SSTAC regular meeting dates for 2024 as follows:

- Thursday, April 4, 2024, 3:00 PM
- Thursday, June 6, 2024, 3:00 PM
- Thursday, August 1, 2024, 3:00 PM
- Thursday, October 3, 2024, 3:00 PM
- Thursday, December 5, 2024, 3:00 PM

RESULT:	Approved [Unanimous]
MOVER:	Candy Carlson
SECONDER:	John Leach
AYES:	Matheson, Young, Oglesby, Leach, Carlson, Rapley
ABSENT:	None

7. Unmet Transit Needs Process and Recommendation - Deputy Director Riske-Gomez

Deputy Director Riske-Gomez provided an overview of the Unmet Transit Needs process and recommendations within the county.

The following slides were presented: Unmet Transit Needs Process; Overview; Public Transportation Funding; Funding Distribution; Exclusions to the Definition of an Unmet Need; Determining if an Unmet Need is Reasonable to Meet; Challenges of Funding New Transit Service; Unmet Needs Public Hearing Process; Questions?

Based on the information provided and recommendations of staff, the council moved to recommend the following to the Tehama County Transit Agency Board

- a. Split routes 1 and 2.
- b. Extend morning hours on weekdays.
- c. Extend evening hours on weekdays.
- d. Additional routes on weekends.
- e. Sunday service.
- f. Services to Paynes Creek and Manton.

Following discussion, it was determined these findings would be taken back to TCTAB for final approval to pursue analysis and implementation pursuant to available funding.

Motion by Councilmember Carlson, seconded by Councilmember Oglesby, to adopt findings indicating there are unmet transit needs, including needs that are reasonable to meet.

RESULT:	Approved [Unanimous]
MOVER:	Candy Carlson
SECONDER:	Desiree Oglesby
AYES:	Matheson, Young, Oglesby, Leach, Carlson, Rapley
ABSENT:	None

8. Items for Future Agendas

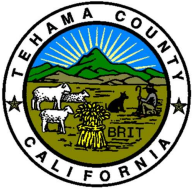
Councilmember proposed the creation of a shuttle service for larger community events.

9. Closing Comments

None.

10. Adjourn

With no further business, the meeting adjourned at 3:23 PM.



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File #: 24-1687

Agenda Date: 10/3/2024

Agenda #: 7.

Bylaw Amendment - Deputy Director Riske-Gomez

Requested Action(s)

Request recommendations and approval of the amended Tehama County Social Services Transportation Council (SSTAC) Bylaws.

Financial Impact:

None.

Background Information:

Staff requests the following amendments to the Bylaws:

Section H, Organization and Procedures, Item 2: be amended to reflect that the quorum of the "nine (9)" voting members will constitute a quorum in order to conduct business of the SSTAC.

Staff is further requesting Councilmember recommendations to amend the Bylaws of the Regional Transportation Planning Agency Social Services Transportation Advisory Council and approval to take the recommendations to the Transit Agency Board for adoption.

BYLAWS OF THE REGIONAL TRANSPORTATION PLANNING AGENCY SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

The Social Services Transportation Advisory Council (SSTAC) was established under the Transportation Development Act (TDA). The SSTAC serves as an advisory body to the Tehama County Transit Agency Board regarding the transit needs of transit dependent and transit disadvantaged persons, including the elderly, handicapped and persons of limited means.

The SSTAC shall be governed by the following bylaws.

A. RESPONSIBILITIES:

1. Advise TCTAB on the transit needs of transit dependent and transit disadvantaged persons, including the elderly, handicapped and persons of limited means.
2. Annually participate in the identification of transit needs in Tehama County, including unmet transit needs that may exist and may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services by expanding existing services.
3. Annually review and recommend action by the transportation planning agency for the area within the jurisdiction of the council which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet.
4. Advise TCTAB on any major transit issues, including the coordination and consolidation of specialized transportation services.

B. MEMBERS:

1. TCTAB shall appoint nine (9) SSTAC members in the following categories as established in Public Utilities Code Section 99238:
 - (a) One (1) representative of potential transit users who is 60 years of age or older.
 - (b) One (1) representative of potential transit users who is handicapped.
 - (c) Two (2) representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
 - (d) Two (2) representatives of local social service providers for the disabled, including one representative of a social service transportation provider.
 - (e) One (1) representative of a local social service provider for persons of limited means.

- (f) Two (2) representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, including one representative from an operator.
- (g) TCTAB may appoint additional members from a broad representation of social service and transit providers representing the elderly, the handicapped and persons of limited means. In appointing council members, TCTAB will attain geographic and minority representation among council members. Candidates shall complete an application for appointment provided by TCTAB.

2. **Alternates:**

The appointing authority for any Member may appoint an Alternate Representative, who shall serve at the pleasure of the appointing authority. The Alternate Representative shall be a person having a professional affiliation with the Member and must have developed and demonstrated prior interest and knowledge of the Council by attending prior Council meetings during the Member's term. The Alternate Representative shall serve and vote in place of the Member only if the Member is absent. Any meeting attended by the Alternate Representative shall not constitute an absence of the Member. In the event of the vacancy, the alternate of the member shall act on their behalf until a successor for the member is selected and has been qualified.

C. TERM OF OFFICE:

The term of office shall be held until a member resigns, misses three consecutive regular meetings without good cause or notification, or when a member can no longer carry out their responsibilities as a Councilmember.

D. DESIGNATION OF ALTERNATE:

A member representing a provider or agency may designate an alternate representing the same provider or agency who may attend meetings in lieu of the member and shall have the right to vote.

E. VACANCIES:

- 1. A vacancy shall be created when a member: resigns; misses three consecutive regular meetings without good cause or notification, so entered in the minutes; or when a member can no longer carry out their responsibilities as a Councilmember.
- 2. If a member representing a provider or agency resigns during their term, the member's designated alternate shall assume the term of the member.

3. Except as stated in the above paragraph, TCTAB shall recruit a new member when a vacancy exists, and a designated alternate is unable or unwilling to assume the position.
4. When a candidate applies to fill a vacancy, the SSTAC will review the application and make a recommendation to the TCTAB.

F. ELECTION OF OFFICERS:

During the first meeting of the calendar year, a Chair and Vice Chair will be elected by the Council and serve for one calendar year. If an officer resigns, a new officer shall be appointed at the next SSTAC meeting.

G. DUTIES OF OFFICERS:

1. Chair: The Chair will call to order, make announcements and preside at all meetings of the SSTAC.
2. Vice Chair: In the absence of the Chair, the Vice Chair will perform the duties of the Chair. Upon the absence of both the Chair and Vice Chair, the majority of a quorum may appoint a presiding officer for the meeting.
3. Deputy County Clerk: The Deputy County Clerk will keep minutes of all SSTAC meetings and assist with the preparation and distribution of the agendas.

H. ORGANIZATION AND PROCEDURES:

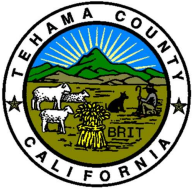
1. Meetings: The SSTAC will meet bimonthly, on the first Thursday of the month at 3:00 p.m. in the Tuscan Room of the County Administration building located at 727 Oak Street, Red Bluff. The meetings will be open to the public in compliance with the Brown Act, Government Code Section 54950 et seq. This facility is fully ADA compliant to facilitate the attendance of physically handicapped and disabled members of the SSTAC and the community in general.
2. Quorum: A majority of the nine (9) voting members will constitute a quorum in order to conduct the business of the SSTAC.
3. Voting: Voting on all matters of the SSTAC shall be by a voice vote.
4. Conduct of Meetings: Meetings are to be consistent with the Brown Act.
5. Minutes: Official minutes recording the members and guests present, motions entertained, and actions taken at each meeting will be prepared by the Deputy County Clerk and made available after each SSTAC meeting.
6. Bylaws: These bylaws may be amended by majority vote of the SSTAC members and subsequent approval of TCTAB.

7. Staff Assistance: TCTAB staff will assist the SSTAC by providing information, preparing meeting agendas and minutes, preparing correspondence and reports as requested by the SSTAC, and generally assisting the SSTAC.

Approved by SSTAC on
Approved by TCTAB on
Approved by TCTAB on
Approved by SSTAC on
Approved by TCTAB on

Chair:

Date:



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File #: 24-1686

Agenda Date: 10/3/2024

Agenda #: 8.

TRAX Facility Presentation - Associate Planner Fox

Requested Action(s)

Informational presentation on the transit facility remodel and new construction.

Financial Impact:

None

Background Information:

The TRAX Bus Maintenance and Administrative Facility Rehabilitation Project, funded with \$3 million set aside since 2020, has now been completed. The Tehama County Board awarded a \$2 million contract to McCuen Construction Inc. on March 28, 2023, for the base project, with the Director of Public Works authorized an additional \$200,000 for change orders.

The project faced numerous unknown site conditions due to the lack of available as-built drawings, leading to a substantial list of change orders. The budget for contingencies, including change orders, was set at \$1 million, supported by state and federal grants.

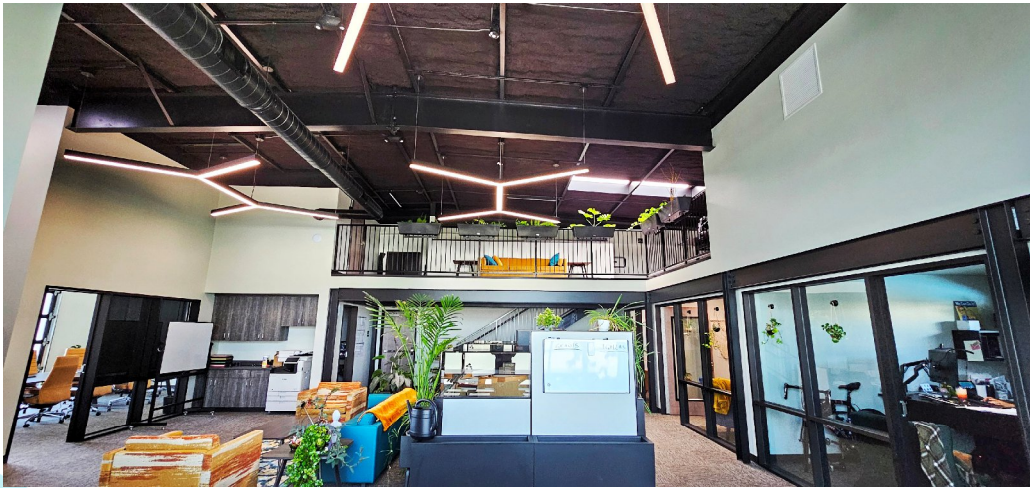
Over the course of the project, 79 change orders were approved, totaling \$1,120,516.58, primarily due to unforeseen conditions. Competitive bidding was bypassed, as it was determined to be impractical and not in the public's best interest. McCuen Construction, already on-site and familiar with the project, was retained to handle the changes, avoiding costly delays and ensuring efficient project completion.

In total, \$134,490.73 remains in the contingency budget, with the project successfully completed without exceeding its original financial plan. Associate Planner Fox will present a brief slideshow of the final facility as part of the project's conclusion.

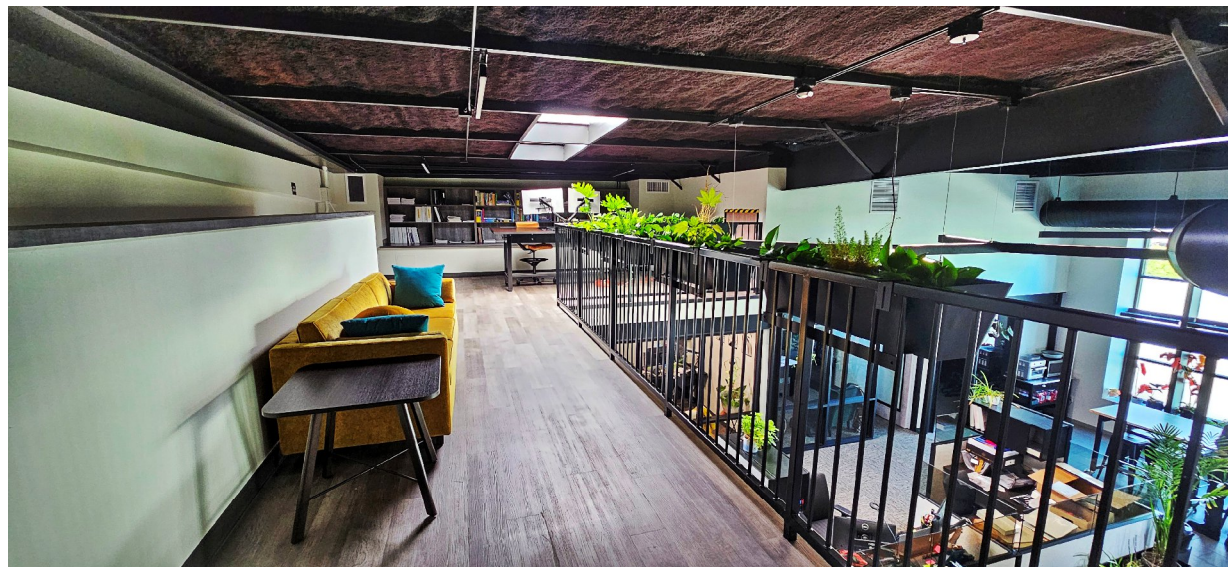
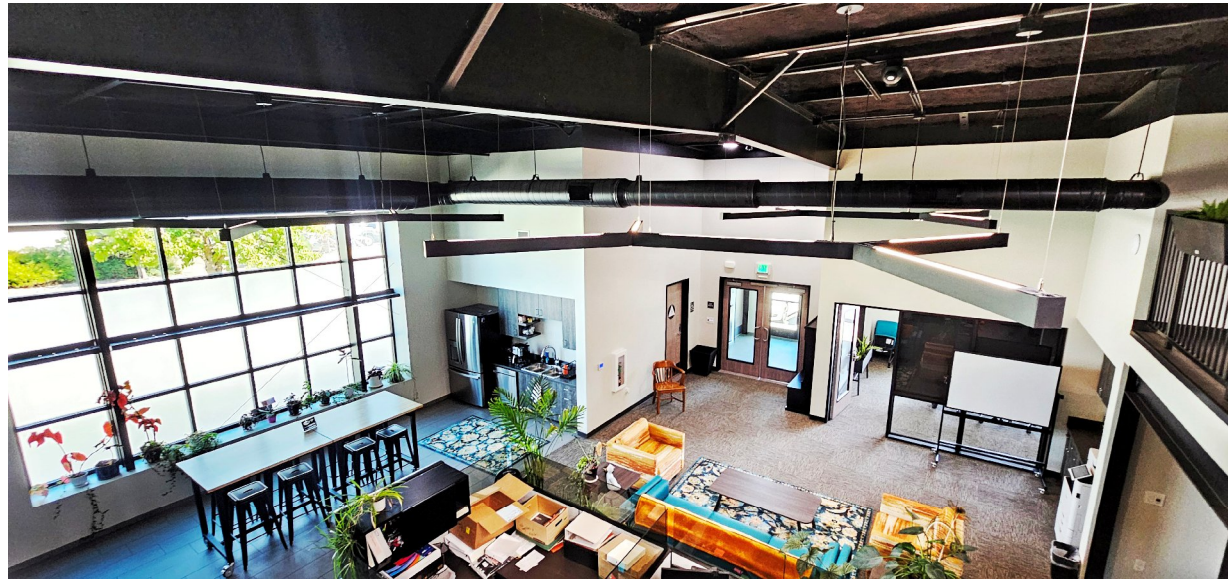
Tehama County Transportation Commission Completed Facility Remodel



Main Floor



Upstairs Private Workspace

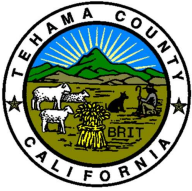




Conference Room

ADA accommodating Entryway & Bathroom





Tehama County

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File #: 24-1685

Agenda Date: 10/3/2024

Agenda #: 9.

Unmet Transit Needs Process Kick-off - Deputy Director Jessica Riske-Gomez

Requested Action(s)

- a. Overview of the Unmet Needs Process.
- b. Review of Tehama County Transit Agency Board "Unmet Transit Needs" and "Reasonable to Meet" definitions.
- c. Distribute materials.

Financial Impact:

Transfer of Local Transportation Funds (LTF) following adopted finding.

Background Information:

The annual unmet needs process and public hearing are requirements of the Transportation Development Act (TDA). This process consists of the following steps:

1. The Transit Agency Board holds a public hearing to receive comments.
2. The Transit Agency Board of Directors refer the public comments to the Social Services Transportation Advisory Council (SSTAC) for review.
3. Identify "unmet transit need" and "reasonable to meet" in order to develop a recommendation for SSTAC who compares the comments to the attached adopted definition for the Commission.
4. The Transit Agency Board of Directors consider the recommendation and then adopt a finding by resolution.
5. Transit needs that are "determined to be reasonable to meet" are funded prior to allocating Local Transportation Funds (LTF) to local streets and roads.

UNMET TRANSIT NEEDS PROCESS

TEHAMA COUNTY TRANSIT AGENCY BOARD



UNMET TRANSIT NEEDS PROCESS

- Overview
- Defining an Unmet Need
- Determining if an Unmet Need is Reasonable to Meet
- Public Hearing Process
- Questions

- The unmet transit needs process is an annual review of transit needs of individuals or groups within the region
- Public hearings are held on an annual basis to determine unmet needs and receive comments from the public
- Unmet transit need comments are also received and analyzed throughout the year
 - We collect surveys, emails, comments and recommendations throughout the year, which we keep on file to include in this process

OVERVIEW

PUBLIC TRANSPORTATION FUNDING

- Fares bring in only 10-20% of operating expenses for public transit
- Money for operations and capital is primarily derived from 1/4 of the 1% of fuel sales tax
 - Local Transportation Funds (LTF) & State Transit Assistance (STA)
- FTA Grant programs, such as Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) – Paratransit Services, and 5311- Rural Transit, also provide funding to transit operators
- Coronavirus Aid, Relief, and Economic Security (CARES) Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic. Staff will utilize this funding for operations, hazard pay and fare free service.

FUNDING DISTRIBUTION

- As the the advisory board to the Board of Supervisors, TCTAB staff manages transit funding dollars
- Distribution of funds is based on the population of the eligible claimant jurisdiction, i.e., the cities and the unincorporated areas of the county
- Urbanized areas, as defined by the latest Bureau of Census report, are used to determine required farebox recovery ratios
- TCTAB is within a rural county and has adopted alternative measures, as we are allowed by code. Due to CARES Act funding, effective September 1, 2020, TRAX and ParaTRAX became fare free for the duration of the funding.

-
- Requests for transit service must meet the adopted definition of an unmet need
 - An unmet need exists if an individual of any age or physical condition is unable to transport himself or herself because of deficiencies in the existing transportation system

DEFINITION

EXCLUSIONS TO THE DEFINITION OF AN UNMET NEED

- Exclusions from the definition of an unmet need:
 - Those requests for *minor* operational improvements such as stops and minor route changes
 - Primary and Secondary educational transportation
 - Those improvements funded and *scheduled* for implementation in the following fiscal year

DETERMINING IF AN UNMET NEED IS REASONABLE TO MEET

- A transit need must pass the “reasonable to meet” definition
- Reasonable to meet is defined as:
 - **Operational Feasibility:**
 - The requested improvement must be *safe to operate* and there must be *adequate roadways for transit vehicles*
 - **Duplication of Service:**
 - The proposed service shall not duplicate other existing transit services
 - **Timing:**
 - The proposed service shall be in response to an existing need, rather than future needs

- Service must meet the legally required farebox ratio with fares close to fares of similar service
- A farebox recovery ratio of 10% for social service systems, 10% for rural systems, and 20% for urban systems. However, TCTAB has established alternative measures that better fit Tehama County. Due to CARES Act funding, effective September 1, 2020, TRAX and ParaTRAX are fare free for the duration of the funding. The fare box revenue has been replaced with the federal funding.
- A detailed report shall be filed within 90 days after the end of the first fiscal year in which any extension of service is implemented and the associated costs are subject to exclusion from farebox ratio recovery requirements.

DETERMINING IF AN UNMET NEED IS REASONABLE TO MEET

CHALLENGES OF FUNDING NEW TRANSIT SERVICE

- *Safety* of passengers, drivers, and vehicles is very important
- There is often no transportation sales tax *money* for new transit services
- *Ridership* on a new service could be insufficient to recover the mandated 10% farebox expense ratio or alternative
 - TCTAB has alternative measures, but they still need to be met

-
- Each fiscal year TCTAB must adopt one of the following findings:
 - There are no unmet transit needs
 - There are no unmet transit needs that are reasonable to meet
 - There are unmet transit needs, including those that are reasonable to meet

UNMET NEEDS PUBLIC HEARING PROCESS

UNMET NEEDS PUBLIC HEARING PROCESS

- Prior to the annual Unmet Needs hearing, each transit operator/claimant advertises and conducts a public hearing.
 - Today is the official public hearing
- The SSTAC submits an annual finding to the governing body after the public hearing and compiling public comment
- Following the hearings and SSTAC recommendation, TCTAB adopts an unmet transit needs finding by Resolution
- TCTAB staff is then tasked with carrying out findings (if any are identified)

QUESTIONS?

THANK YOU FOR YOUR FEEDBACK!

**TEHAMA COUNTY TRANSPORTATION COMMISSION ADOPTED
DEFINITIONS OF “UNMET TRANSIT NEEDS” & “REASONABLE TO MEET”
Adopted August 27, 2013**

“UNMET TRANSIT NEEDS”

Those public transportation services that have not been funded or implemented but have been identified through public input, including the annual unmet transit needs public hearing, transit needs studies, and other methods approved with the commission.

Unmet transit needs specifically include:

- Public transit services not currently provided for persons who rely on public transit to reach employment or medical assistance, shop for food or clothing, or obtain social services such as health care, county welfare programs and educational programs.
- Trips requested by the transit dependent or transit disadvantaged persons, for which there is no other available means of transportation. Transit dependent or transit disadvantaged shall include, but not be limited to, the elderly, the disabled, and persons of limited means.

Unmet transit needs specifically excludes:

- Primary and secondary school transportation.
- Minor operational improvements or changes, involving issues such as bus stops, schedules and minor route changes.
- Improvements funded or scheduled for implementation in the following fiscal year.

“REASONABLE TO MEET”

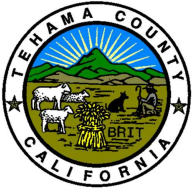
The definition of Reasonable to Meet is based on the requirements of the Transportation Development Act (TDA). More specifically, those public transportation services that are Reasonable to Meet are those which meet the following criteria:

- (1) Pursuant to the requirements of PUC Section 99401.5(c), a determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the needs for streets and roads. The fact that an identified need cannot fully be met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.
- (2) If projected cost per passenger by route and/or passenger per hour of the requested service are within 50% of current fiscal year averages. For example 2013 average cost per passenger by route is \$12.00 and within 50% would be a cost per passenger by route of \$18.00. Thus a new service that meets a cost per passenger by route of \$18 is reasonable to meet. Also, in 2013 the average number of passengers per hour was 9 and within 50% would be 4 passengers per hour for a new service. Thus a new service that has 4 passengers per hour is reasonable to meet.
- (3) If new service(s) do not meet the above-mentioned performance criteria within six months service may be terminated.
- (4) Services which if implemented or funded, would not duplicate or replace existing services. The Commission may use the following as a determinant in the implementation of new services:
 - a. Forecast of anticipated ridership if service is provided
 - b. Estimate of capital and operating costs for the provision of such services.

- (5) Services, which, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of:
- a. Local Transportation Funds and State Transit Assistance Funds, which may be available for such operator to claim.
 - b. Federal Transportation Administration (FTA) Funds or other support for public transportation services which are committed by federal and/or state agencies by formula or tentative approval of specific grant requests.
- (6) Opportunities for coordination among adjoining public entities or with private transportation providers and/or funding agencies. This should include consideration of other existing resources, as well as the legal or customary responsibilities of other entities (e.g., social services agencies, religious organizations, schools, carpools). Duplication of other services or resources is unnecessary and not a prudent use of public funds

If comment does not meet the definition of unmet transit need, no further review is needed.
 If comment is an unmet need, ask if it is a reasonable need to meet.
 Or refer comment to staff for cost analysis.

Public Comment for Review	Does it meet definition of Unmet Transit Need (Yes, No)	Is need reasonable to meet? Yes, No, Refer to staff for cost analysis	Recommended Action From Executive Director



Tehama County

Agenda Request Form

727 Oak Street, Red Bluff,
CA 96080
(530) 527-4655
<http://www.tehama.gov>

File #: 24-1688

Agenda Date: 10/3/2024

Agenda #: 10.

Announcement of Grant Awards - Deputy Director Riske-Gomez

Requested Action(s)

Staff report on grant awards in 2024.

Financial Impact:

[Click here to enter Financial Impact.](#)

Background Information:

Staff are excited to announce award of \$8,115,139.00 in transit related funding under the Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 and the Zero-Emission Transit Capital Program (ZETCP) to provide funding for zero-emission transit equipment, including zero emission vehicles and infrastructure.

An additional award of \$20,145,910.00 from the Affordable Housing and Sustainable Communities (AHSC) Program has been given to the City of Red Bluff for the Palm Villas affordable housing project. A portion of that funding will be dedicated to bus route enhancements and ZEV purchases that were prioritized in the Short-Range Transportation Plan.

The AHSC award also includes a partnership with CalVans to specifically provide vanpools for remote job locations. For TRA, the regional transit center will be renovated and modernized, including new passenger amenities and solar panels for sustainability.

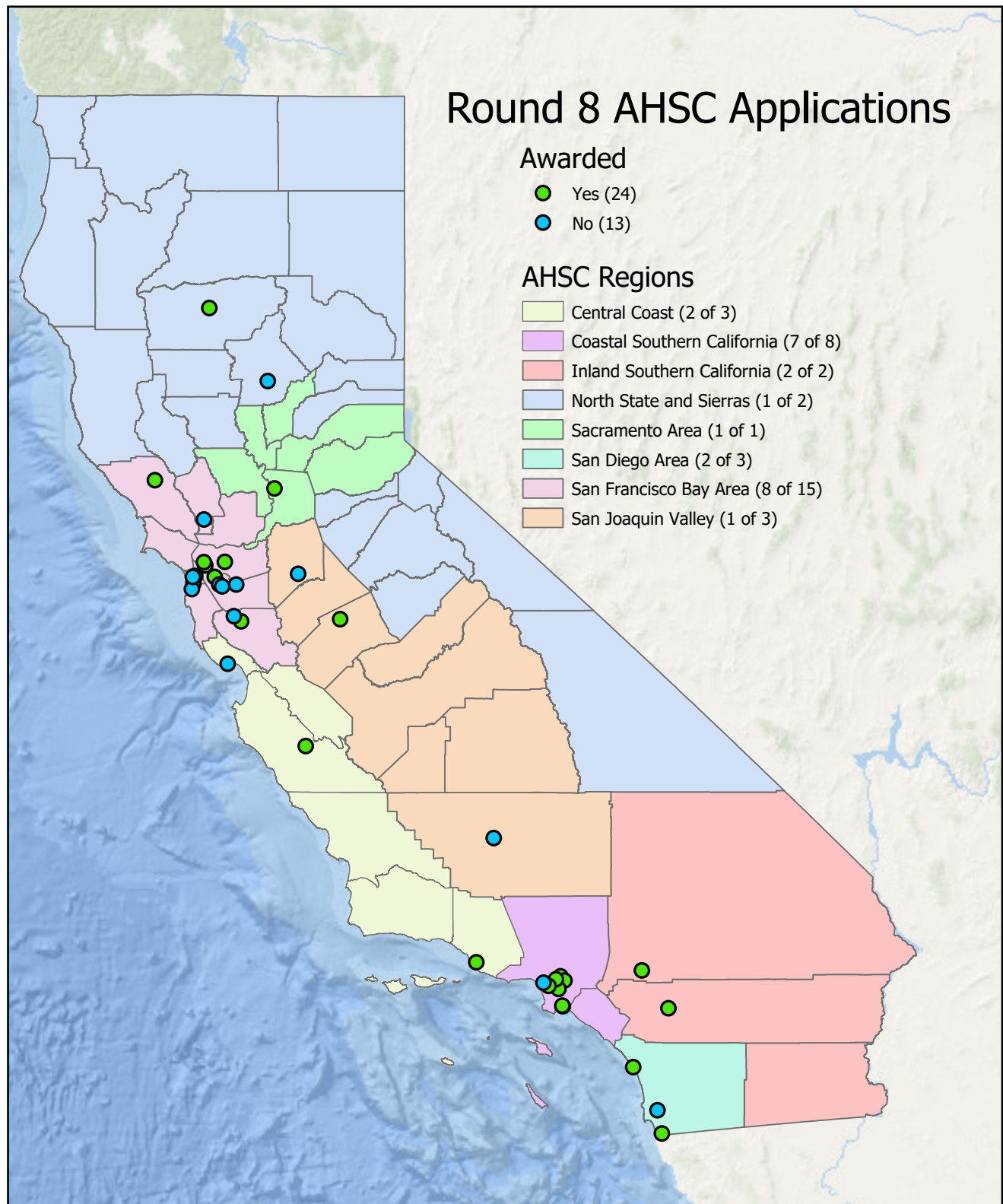
The Palm project includes two new lane miles of bikeway and over 2,000 linear feet of upgraded sidewalk. Project partners include the Job Training Center, a partner of the NORTEC Workforce Development Board; and Poor and the Homeless Tehama County Coalition (PATH) for anti-eviction and rental assistance programs. The project also partners with Tehama County to provide ten No Place Like Home supportive housing units for the homeless.

Appendix B: Map of AHSC Round 8 Applications

Revised Week of August 19, 2024

Approved at the August 22, 2024 Strategic Growth Council Meeting

More information: <https://sgc.ca.gov/grant-programs/ahsc/>



Projects that failed threshold or withdrew are not represented on this map.

Map Information

Total Projects Awarded: 24

- Central Coast (2 of 3)
- Coastal Southern California (7 of 8)
- Inland Southern California (2 of 2)
- North State and Sierras (1 of 2)
- Sacramento Area (1 of 1)
- San Diego Area (2 of 3)
- San Francisco Bay Area (8 of 15)
- San Joaquin Valley (1 of 3)

Total Projects Not Awarded: 13

Projects that failed threshold or withdrew are not represented on this map.

Staff Recommendations: AHSC Round 8

Revised week of August 19, 2024
Approved at the August 22, 2024 Strategic Growth Council meeting

Table 1. Projects Recommended for Award

Project Name	Applicants	Project Area Type	Project Jurisdiction	Total Units	Income Restricted Units	Housing Funding	Programs Funding	Transportation Funding	Total AHSC Award	Total Estimated AHSC GHG Emission Reductions (MTCO2e)	Disadvantaged Community (DAC)	Final Score	Reason selected
Alveare Parkview *	The Related Companies of California, LLC; La Cienega LOMOD, Inc.; Housing Authority of the City of Los Angeles (HACLA)	Transit Oriented Development (TOD)	Los Angeles	105	104	\$ 19,665,859	\$619,568	\$14,992,968	\$35,278,395	32,614	Yes	93.66	Score
Sakura *	Mutual Housing California; Capitol Area Community Development Corporation	Transit Oriented Development (TOD)	Sacramento	134	133	\$ 25,300,000	\$894,000	\$12,092,787	\$38,286,787	66,543	Yes	88	Score
Century + Restorative Care Village PSH *	Century Affordable Development, Inc.	Integrated Connectivity Project (ICP)	Los Angeles	146	145	\$ 25,000,000	\$575,840	\$9,032,400	\$34,608,240	19,570	Yes	87	Score
NBB BRIDGE Phase I *	Bridge Housing Corporation	Integrated Connectivity Project (ICP)	Berkeley	120	119	\$ 34,146,400	\$853,600	\$14,267,999	\$49,267,999	39,676	No	86.66	Score
1401 Long Beach Blvd (FKA Union) *	Century Affordable Development, Inc; City of Long Beach	Transit Oriented Development (TOD)	Long Beach	153	151	\$ 17,000,000	\$591,392	\$6,686,200	\$24,277,592	23,511	Yes	85	Score
Jordan Downs Phase S6	The Michaels Development Company I, L.P.; La Cienega LOMOD, Inc.; Housing Authority of the City of Los Angeles (HACLA)	Integrated Connectivity Project (ICP)	Los Angeles	100	88	\$ 24,020,000	\$1,018,176	\$9,000,000	\$34,038,176	14,099	Yes	85	Score
160 Freelon	The Related Companies of California, LLC; San Francisco Housing Development Corporation; City and County of San Francisco	Transit Oriented Development (TOD)	San Francisco	85	84	\$ 29,000,000	\$694,944	\$11,467,630	\$41,162,574	48,229	No	85	Score
Berryessa TOD	Affirmed Housing Group, Inc.	Integrated Connectivity Project (ICP)	San Jose	195	193	\$ 29,000,000	\$479,951	\$9,000,000	\$38,479,951	77,042	No	83.16	Score
El Cerrito Plaza - Parcel A South ("ECP PAS")	The Related Companies of California, LLC; City of El Cerrito	Integrated Connectivity Project (ICP)	El Cerrito	70	69	\$ 24,598,570	\$686,507	\$13,856,000	\$39,141,077	38,129	No	83	Score
699 Ygnacio Valley Road (699 YVR)	Resources for Community Development	Transit Oriented Development (TOD)	Walnut Creek	93	92	\$ 24,793,697	\$816,964	\$9,062,000	\$34,672,661	7,716	No	82	Score
Sunnydale Block 7	Mercy Housing California; City and County of San Francisco	Integrated Connectivity Project (ICP)	San Francisco	89	88	\$ 18,500,000	\$706,608	\$10,538,445	\$29,745,053	20,489	No	81.33	Score
Residences at Liberation Park	Eden Housing, Inc., Black Cultural Zone Community Development Corporation,City of Oakland	Integrated Connectivity Project (ICP)	Oakland	119	118	\$ 35,000,000	\$661,404	\$9,000,000	\$44,661,404	5,877	No	81	Council Award
Palm Villas at State *	Palm Communities, Kingdom Development, Inc., City of Hemet	Integrated Connectivity Project (ICP)	Hemet	109	108	\$ 22,000,000	\$969,360	\$12,524,855	\$35,494,215	16,563	Yes	77	Geographic Goal (Inland SoCal)
712 Seagaze	Pacific Southwest Community Development Corporation	Integrated Connectivity Project (ICP)	Oceanside	179	177	\$ 35,000,000	\$825,948	\$12,900,000	\$48,725,948	35,141	No	76	Geographic Goal (San Diego)
Sankofa Place at Centinela	LINC Housing Corporation; Venice Community Housing Corporation; Social Justice Learning Institute Inc.; City of Inglewood	Transit Oriented Development (TOD)	Inglewood	120	118	\$ 29,500,000	\$905,856	\$13,391,871	\$43,797,727	14,801	Yes	75.33	Priority Population Requirement (DAC)
Avanzando San Ysidro	Hitzke Development Corporation	Transit Oriented Development (TOD)	San Diego	103	101	\$ 20,200,000	\$774,821	\$12,736,993	\$33,711,814	14,756	Yes	72	Priority Population Requirement (DAC)
Casa de la Luz *	Hollywood Community Housing Corporation; County of Los Angeles	Integrated Connectivity Project (ICP)	County of Los Angeles	95	93	\$ 27,063,951	\$591,056	\$10,331,011	\$37,986,018	12,385	Yes	69.83	Priority Population (DAC)
Arrowhead Grove Phase IV *	National Community Renaissance of California	Integrated Connectivity Project (ICP)	San Bernardino	92	91	\$8,735,000	\$829,320	\$6,282,956	\$15,847,276	3,627	Yes	69.66	Priority Population Requirement (DAC)
946 Linden *	AMCAL Multi-Housing, Inc., City of Long Beach	Transit Oriented Development (TOD)	Long Beach	100	99	\$ 20,000,000	\$456,608	\$7,772,100	\$28,228,708	15,462	Yes	69.5	Council Award
Saggio Hills *	Jamboree Housing Corporation; Freebird Development Company LLC	Rural Innovation Project Area (RIPA)	Healdsburg	48	47	\$ 15,266,950	\$605,750	\$5,238,491	\$21,111,191	3,880	No	66	Project Area Type Goal (RIPA)
Aspire Apartments *	Many Mansions	Integrated Connectivity Project (ICP)	Oxnard	88	87	\$ 25,000,000	\$756,600	\$5,798,000	\$31,554,600	8,479	Yes	65	Council Award
Livingston B Street *	Self-Help Enterprises	Rural Innovation Project Area (RIPA)	Livingston	80	79	\$ 15,000,000	\$522,800	\$2,322,593	\$17,845,393	9,086	Yes	59	Project Area Type Goal (RIPA)
Mills Ranch Apartments *	Community Housing Improvement Systems and Planning Association, Inc. (CHISPA)	Rural Innovation Project Area (RIPA)	King City	40	39	\$ 7,835,442	\$335,450	\$3,559,918	\$11,730,810	5,039	No	57.5	Project Area Type Goal (RIPA)
Villas at Red Bluff *	Palm Communities; City of Red Bluff; Northern Valley Catholic Social Service, Inc.	Rural Innovation Project Area (RIPA)	Red Bluff	61	60	\$ 13,200,000	\$550,000	\$6,395,910	\$20,145,910	3,526	No	55.5	Project Area Type Goal (RIPA)
TOTAL			20 Jurisdictions	2,524	2,483	\$ 544,825,869	\$16,722,523	\$228,251,127	\$789,799,519	536,242	52% of funds awarded	-	-

* Funding request reduced due to ineligible costs identified during project review
Note: Applicant names have been updated to match the eligible entity name

Table 2. Projects not recommended for Award

Project Name	Applicants	Project Area Type	Project Jurisdiction	Total Units	Income Restricted		Housing Funding	Programs Funding	Transportation Funding	Total AHSC Funds Requested	Total Estimated AHSC GHG Emission Reductions (MTCO2e)	Disadvantaged Community (DAC)	Final Score
					Units	Units							
1051 Mission Affordable	BRIDGE Housing Corporation	Transit Oriented Development (TOD)	South San Francisco		158	157	\$25,000,000	\$1,023,900	\$9,325,840	\$35,349,740	9,398	No	79.5
The Crescent *	Heritage Housing Partners, City of Napa	Integrated Connectivity Project (ICP)	Napa		140	88	\$21,955,566	\$719,280	\$7,628,365	\$30,303,211	11,662	No	77.33
1939 Market Street	Mercy Housing California, City and County of San Francisco	Transit Oriented Development (TOD)	San Francisco		187	185	\$25,000,000	\$989,460	\$12,930,000	\$38,919,460	12,971	No	77
Alvarado Creek Apartments	Pacific West Communities, Inc.	Transit Oriented Development (TOD)	San Diego		227	225	\$30,000,000	\$1,083,200	\$8,769,258	\$39,852,458	16,449	No	73.16
Hayward Parcel Group 8 *	Resources for Community Development	Integrated Connectivity Project (ICP)	Hayward and Castro Valley		89	88	\$31,839,733	\$411,711	\$9,330,154	\$41,581,598	7,243	No	72.66
Bay Fair Apartments	Pacific West Communities, Inc., City of San Leandro	Integrated Connectivity Project (ICP)	San Leandro		481	476	\$30,000,000	\$1,885,200	\$9,679,117	\$41,564,317	17,689	No	71.16
71 Vista Montana - Phase 1 - San Jose	Charities Housing Development Corporation of Santa Clara County, A California Non-Profit Public Benefit Corporation	Transit Oriented Development (TOD)	San Jose		95	94	\$17,900,000	\$455,038	\$8,352,988	\$26,708,026	17,499	No	70.16
Jubilo Village *	Community Corporation of Santa Monica, City of Culver City	Integrated Connectivity Project (ICP)	Culver City		95	93	\$20,549,488	\$517,400	\$11,500,000	\$32,566,888	9,690	No	70
Yosemite Senior *	Delta Community Developers Corporation, Community Revitalization & Development Corporation	Integrated Connectivity Project (ICP)	Manteca		42	41	\$12,278,984	\$150,000	\$8,115,000	\$20,543,984	5,321	No	63.66
136 River Street SC	Eden Housing Inc, For the Future Housing Inc, City of Santa Cruz, Santa Cruz Metropolitan Transportation District	Integrated Connectivity Project (ICP)	Santa Cruz		51	50	\$12,500,000	\$617,000	\$8,475,000	\$21,592,000	635	No	60.5
Amador Station Phase 1 *	THE RELATED COMPANIES OF CALIFORNIA, LLC, City of Dublin, Affordable Housing Access, Inc.	Integrated Connectivity Project (ICP)	Dublin		86	85	\$22,632,000	\$729,500	\$4,518,064	\$27,879,564	3,449	No	60.33
Washington Potomac *	Cesar Chavez Foundation, Housing Authority of the County of Kern, Kern County	Integrated Connectivity Project (ICP)	Bakersfield		118	116	\$27,989,161	\$569,564	\$4,410,550	\$32,969,275	3,822	Yes	53.33
Nelson Pointe Apartments *	Pacific West Communities, Inc., City of Oroville	Rural Innovation Project Area (RIPA)	Oroville		72	71	\$14,000,000	\$613,380	\$2,373,344	\$16,986,724	3,940	No	53

Table 3. Applications that withdrew, failed threshold review, or were deemed ineligible

Project Name	Applicants	Project Location	Project Type	Issue(s)	AHSC Funds Requested
20th Street Apartments	Community Corporation of Santa Monica	Santa Monica	Transit Oriented Development (TOD)	Withdrew application (awarded funding from a different funding source during application period)	\$31,945,800
CCF Arvin 4th and Walnut	Cesar Chavez Foundation	Arvin	Rural Innovation Project Area (RIPA)	Failed threshold	\$18,446,973
Link Wink, Port	Susaj Quingthai Roadhouse	<i>Not provided by applicant</i>	Transit Oriented Development (TOD)	Failed Threshold, incomplete application. No AHSC application workbook submitted, as a result there is not enough information.	\$15,000
Maple Meadows II	Self-Help Enterprises	Chowchilla	Rural Innovation Project Area (RIPA)	Failed threshold	\$15,625,202
Merriment Village Apartments	Habitat for Humanity Yuba/Sutter Inc.	Yuba City	Integrated Connectivity Project (ICP)	Failed threshold	\$39,801,915
The Academy	Daniel Bringhurst	<i>Not provided by applicant</i>	Integrated Connectivity Project (ICP)	Failed Threshold, incomplete application.	\$0
The Residences at Crenshaw Crossing	La Cienega LOMOD, Inc	Los Angeles	Transit Oriented Development (TOD)	Failed threshold	\$48,304,597
Wydam Resort	Karen Thomas	<i>Not provided by applicant</i>	<i>Not provided by applicant</i>	Failed Threshold, incomplete application. No AHSC application workbook submitted, as a result there is not enough information.	<i>Not provided by applicant</i>

Appendix C:

Round 8 AHSC Awards Project Summaries

Revised week of August 19, 2024

Approved at the August 22, 2024 Strategic Growth Council Meeting

More information: <http://sgc.ca.gov/programs/ahsc/>

1401 Long Beach Blvd (FKA Union)

Project Location: Long Beach

Applicant(s) Name: Century Affordable Development, Inc., City of Long Beach

Project Type: TOD

Disadvantaged Community: Yes

Geographic Area: Coastal Southern California

Total Award: \$24,277,592

Project Description:

1401 Long Beach Blvd (FKA Union) is a homegrown transit-oriented affordable housing development of 153 units on the same block as a Metro A Line Light Rail station. Based on community feedback, the project design evolved from Permanent Supportive Housing to family housing to address the lack of family options in Long Beach and concerns related to resident displacement in the Washington neighborhood.

The project will turn a blighted vacant lot into an architecturally modern and highly amenitized family building, inclusive of indoor and outdoor gathering spaces, a workout room, and other amenities. In addition to affordable housing, the project will extend the 14th Street greenway to connect to the existing pedestrian network on Long Beach Blvd. It will also create two new lane miles of Class IV cycle track on 6th Street. Transit improvements include the purchase of new ZEV buses, two lane miles of bus-only lanes, bus bulb-outs, and new transit shelters. The project is also partnering with PV Jobs to support job development for residents in the project area.

160 Freelon

Project Location: San Francisco

Applicant(s) Name: The Related Companies of California, LLC, City and County of San Francisco, and San Francisco Housing Development Corporation

Project Type: TOD

Disadvantaged Community: No

Geographic Area: San Francisco Bay Area

Total Award: \$41,162,574

Project Description:

The Related Companies of California (Related), San Francisco Housing Development Corporation (SFHDC), and the City and County of San Francisco (City) jointly submitted this AHSC application to produce affordable housing, promote public transportation, and improve bike and pedestrian safety throughout San Francisco.

160 Freelon, the Affordable Housing Development (AHD), is an 85-unit 100% affordable development located in the Central South of Market neighborhood and one block from the 4th & Brannan High Quality Transit MUNI station. The development will largely serve families, with over 50% of units being two- or three-bedroom units. The AHD will set aside 22 units (26%) for formerly homeless households and 5 units (6%) for HIV-positive households. The project site will be owned by the City and ground leased to developers. This project addresses equity and climate change through transit-oriented scopes, including two miles of Class IV permanent two-way cycle track with concrete buffer for cyclists, 1.07 miles of transit-only lane colorization, transit signal priority updates, and five new bus bulb-outs.

Additionally, this Project promotes community development with bilingual tenant counseling to prevent displacement, career development opportunities for youth and adults, and resident services focusing on financial literacy (among other important skills) for the AHD neighborhood's existing and future low-income residents.

699 Ygnacio Valley Road (699 YVR)

Project Location: Walnut Creek

Applicant(s) Name: Resources for Community Development

Project Type: TOD

Disadvantaged Community: No

Geographic Area: San Francisco Bay Area

Total Award: \$34,672,661

Project Description:

Resources for Community Development (RCD) will transform 699 Ygnacio Valley Road (699 YVR), a former gas station, into a mixed-use, transit-oriented development with 93 new affordable homes in a High Resource area. Resident amenities will include a multi-purpose community room, bicycle storage room, and a landscaped courtyard. The County of Contra Costa Behavioral Health Services (CCCBHS) will offer supportive services for residents of the apartments reserved for previously homeless individuals with a significant mental health disorder, and RCD Resident Services will offer services to all others.

In collaboration with the City of Walnut Creek and Bay Area Rapid Transit (BART), the project will include 2.1 total miles of bicycle lanes and pedestrian enhancements including high-visibility crosswalks, bulb-outs, and a new sidewalk. These improvements will connect the residents at 699 YVR with the many amenities of Downtown Walnut Creek.

In collaboration with the Non-Profit Housing Association of Northern California (NPH), Rising Sun Center for Independence (Rising Sun), NorCal Carpenters Union (NCCU), and Richmond Rising, 699 YVR will advance racial and economic equity by strengthening the local construction and affordable housing workforce for underrepresented workers.

712 Seagaze

Project Location: Oceanside

Applicant(s) Name: Pacific Southwest Community Development Corporation

Project Type: ICP

Disadvantaged Community: No

Geographic Area: San Diego Area

Total Award: \$48,725,948

Project Description:

712 Seagaze will transform a 0.36-acre vacant parking lot in the downtown core of Oceanside, CA into a vibrant transit-oriented mixed-use community with 179 studio apartment homes and retail. The project is a half mile from the Oceanside Transit Center and five blocks from historic Oceanside Pier. 712 Seagaze will provide desperately needed affordable apartment homes with convenient access to transit and downtown retail and services. The project will provide on-site resident amenities including in-unit washer/dryers, multi-purpose community room, work out gym, elevated patio deck with spa, structured covered parking, bike storage, and outdoor space.

Onsite management will run programs utilizing the amenity areas to develop community within the complex. A to be determined onsite 1,500 square foot retail space is envisioned to provide dining options for both residents and community members. The development team worked with North County Transit to identify improvements that will increase transit ridership and improve the pedestrian environment. The transit improvements include Wayfinding at the Oceanside Transit Center along with urban greening at the platform, Bus Stop Upgrades, and Sprinter Signal Modernization.

946 Linden

Project Location: Long Beach

Applicant(s) Name: AMCAL Multi-Housing, Inc.; City of Long Beach

Project Type: TOD

Disadvantaged Community: Yes

Geographic Area: Coastal Southern California

Total Award: \$28,228,708

Project Description:

946 Linden is a transit-oriented development containing 100 units of affordable housing for residents earning 30% to 80% of AMI. This development is in a desirable location in Long Beach, across the street from a large hospital and less than 1/3 mile away from high-frequency light rail.

The nonresidential components of this application implement massive improvements that will directly benefit all residents of the city. First, three new lane miles of Class IV bikeway will be constructed along Pacific Ave, which will fill a crucial gap for residents from the low-income neighborhoods of northern Long Beach who bike to the job centers and convention center downtown. In addition, upgraded Safe and Accessible Walkways on 9th Street will close a pedestrian gap and provide east-west connectivity to the key north-south transit corridors. Local low-income workers who use the bus to commute to their jobs at the hospital and downtown will benefit from the installation of Transit Signal Priority, purchase of new ZEV buses, and improvement of headways for the local Long Beach Transit bus that runs along Atlantic. While the project contains a Metro light rail stop, it is the local Long Beach Transit bus that carries local riders on shorter neighborhood-oriented trips. A valuable partnership with PV Jobs rounds out this community-focused team.

Aspire Apartments

Project Location: Oxnard

Applicant(s) Name: Many Mansions

Project Type: ICP

Disadvantaged Community: Yes

Geographic Area: Central Coast

Total Award: \$31,554,600

Project Description:

Many Mansions is proposing the new construction of Aspire Apartments, a 5-story, 88-unit affordable housing development in Downtown Oxnard that will serve households earning between 30% AMI and 60% AMI. Aspire Apartments will be built on an urban infill lot that is currently vacant. The new building will be all-electric with no gas-connected infrastructure, designed to GreenPoint Rated New Construction Gold status and less than 0.25 miles from the Oxnard Transit Center.

Many Mansions has partnered with the City of Oxnard Public Works Department and Gold Coast Transit District to provide much needed transit stop improvements, urban greening enhancements, and improved bikeways in the Project Area. Many Mansions have also partnered with CalVans to provide 4 vanpool vehicles to reduce single-occupancy vehicle use.

Aspire Apartments and the proposed transit, bike, and pedestrian improvements were developed in close consultation with the community, in particular the Central Coast Alliance United for a Sustainable Economy, and community partners providing anti-displacement and workforce development services. Many Mansions is a nonprofit developer and housing provider formed in 1979 to provide housing for low- and moderate-income residents in Ventura County. Since then, Many Mansions has developed and preserved hundreds of homes for low-income residents of Ventura County and Oxnard.

Alveare Parkview

Project Location: Los Angeles

Applicant(s) Name: The Related Companies of California, La Cienega LOMOD, Inc. Housing Authority of the City of California (HACLA)

Project Type: TOD

Disadvantaged Community: Yes

Geographic Area: Coastal Southern California

Total Award: \$35,278,395

Project Description:

Alveare is a three-phase, mixed-income, and mixed-use community. Alveare Family, also known as Alveare Parkview, is the first phase of housing, with 105 units of family affordable housing. By utilizing the Governor's Executive Order N-19-06 which highlights the need to utilize excess state land, the developers can bring this project to fruition in a sliver of the time that other sites might require.

The developer of the affordable housing development is an innovative partnership between: La Cienega LOMOD, which is the development arm of the Housing Authority of the City of Los Angeles (HACLA); The Related Companies of California, which serves as the Administrative General Partner, and through a subsidiary, serves as the AHD's Administrative General Partner; and the Weingart Center (Weingart), which will support resident services.

The transportation scope includes traffic calming improvements, gap closures, and safety upgrades of the bicycle network. The scope also includes the purchase of a new Metro rail car and the enhancement of the walkways downtown. Program partners include the Coalition for Responsible Community Development (CRCD) for workforce development, and TRUST South LA as the land trust recipient of anti-displacement funds.

Avanzando San Ysidro

Project Location: San Diego

Applicant(s) Name: Hitzke Development Corporation

Project Type: TOD

Disadvantaged Community: Yes

Geographic Area: San Diego Area

Total Award: \$33,711,814

Project Description:

The Avanzando San Ysidro project is a multi-family, mixed-use affordable housing development designed to integrate residential units, commercial spaces, and community facilities, fostering connectivity and access to essential community resources. This development will be on two sites, about a quarter mile apart, near the Beyer light rail station and other bus stops.

The project will exemplify sustainable development, consisting of the construction of 103 housing units and enhancement of public infrastructure. The housing units will serve those earning 30-60% AMI to alleviate the burden of the housing crisis on our most vulnerable residents. This project will also fund enhanced light rail service, new bus shelters, biking infrastructure, pedestrian pathways, and increased opportunities for San Ysidro residents to participate in social services, youth programs, environmental justice initiatives, economic development, advocacy, arts, and culture.

With the leadership of Hitzke Development Corporation, and in partnership with Casa Familiar, the City of San Diego, and the Metropolitan Transit System (MTS), this project will be a pillar for transit-oriented development that provides safe infrastructure for active transportation and reimagines a community that integrates health, accessibility, mobility, services, and affordable housing for all.

Arrowhead Grove Phase IV

Project Location: San Bernardino

Applicant(s) Name: National Community Renaissance of California

Project Type: ICP

Disadvantaged Community: Yes

Geographic Area: Inland Southern California

Total Award: \$15,847,276

Project Description:

Located in the City of San Bernardino, Arrowhead Grove IV is a catalytic affordable housing development (AHD) that consists of 92 affordable and sustainable mixed-income housing units. The surrounding grounds will include covered parking with solar panels and electric vehicle charging stations, a xeriscape landscape, permeable materials, bioswale, an enhanced tree canopy, community gardens, and a village green.

National Community Renaissance (National Core) is deeply rooted in the City of San Bernardino and has partnered with community stakeholders since 2012 to fulfill the vision and aspirations of the community. The street and transit improvements surrounding the site were specifically requested by the community and will significantly improve safety and walkability.

Collectively, these improvements will provide the community with access to quality housing that is both affordable and environmentally friendly. Transit partners include Omnitrans and CalVans. Community partners include Uplift San Bernardino at the Making Hope Happen Foundation (MHHF) for ongoing engagement, Operation New Hope (ONH) for workforce development, Hope through Housing Foundation (HTHF) for resident services, and Neighborhood Housing Service of the Inland Empire (NHS-IE) for anti-eviction counseling in the project area.

Berryessa TOD

Project Location: San Jose

Applicant(s) Name: Affirmed Housing Group, Inc.

Project Type: ICP

Disadvantaged Community: No

Geographic Area: San Francisco Bay Area

Total Award: \$38,479,951

Project Description:

Affirmed Housing was selected through a competitive, joint RFP from Valley Transportation Authority (VTA) and Santa Clara County to maximize the amount of affordable housing steps away from mass transit. Berryessa TOD will be a new 10-story building containing 195 units of 100% family affordable housing on a 0.79-acre site.

Proposed urban plazas outlining the Berryessa TOD site will provide opportunities for vibrant gathering spaces, while allowing safe and direct access to the transit station area. Project amenities include a resident computer lab, community room, a large courtyard, planting area, storage room, and on-site services to the residents through Compass for Affordable Housing. It will be designed for Green Point Rated Gold or higher with a net-zero goal.

The proposed site design incorporates safe access routes from this new development to the Berryessa Transit Station via dedicated bike and pedestrian paths. Due to its transit accessibility, only eight parking spaces are proposed in the new ground level private garage. The project incorporates elements of the Mobility Hub Concept to create a transit-oriented community. The project will also convert King Road into a safer, calmer street to better serve the needs of transit riders, bicyclists and pedestrians. The improvements would include five lane-miles of bus-only lane, two lane-miles of Context Sensitive Bikeways, and approximately 29,000 feet of safe and accessible walkway.

Casa De La Luz

Project Location: East Los Angeles

Applicant(s) Name: Hollywood Community Housing Corporation, County of Los Angeles

Project Type: ICP

Disadvantaged Community: Yes

Geographic Area: Coastal Southern California

Total Award: \$37,986,018

Project Description:

Casa de la Luz, a partnership between Hollywood Community Housing and the County of Los Angeles, will create 95 units of service-enriched affordable housing in unincorporated East Los Angeles.

The project includes three landscaped and furnished terrace patios, a courtyard, on-site property management and services offices, communal laundry rooms, a bicycle storage room, and a public art installation by a local muralist. A ground floor community room equipped with a kitchen features a pedestrian ingress so that the community may access and benefit from the space while preserving residential privacy. Adjacent to a commercial corridor, the project will include two new lane miles of Class III bikeway, which will enhance the bicycle network, and four separate spans of safe and accessible walkways and traffic calming.

Finally, the project purchases new ZEV buses for Metro and the El Sol community shuttle, plus headway improvements for the El Sol. Community partners include the Coalition for Responsible Community Development (CRCD) for low-income workforce development, and People for Mobility Justice for active transportation outreach and advocacy.

Century + Restorative Care Village PSH

Project Location: Los Angeles

Applicant(s) Name: Century Affordable Development, Inc.

Project Type: ICP

Disadvantaged Community: Yes

Geographic Area: Coastal Southern California

Total Award: \$34,608,240

Project Description:

The Affordable Housing Development (AHD), Century + Restorative Care Village PSH, is a transit-oriented, 146-unit community that serves as an integral part of the innovative Restorative Care Village (RCV) master plan in East Los Angeles. The RCV master plan is a joint LA County and LA City endeavor to develop a new model for addressing the continuum of care in coordination with community groups and the LA General and USC hospitals.

The RCV has two interconnected hubs: an Acute Care Hub and a Wellness Hub with crisis housing, psychiatric urgent care, permanent supportive housing, recuperative care, and a respite center. The AHD delivers the PSH and respite component. The project will improve a blighted corner lot and provide much needed affordable homes.

The transportation component of the project is Segment 1 of the Valley Boulevard Multi-Modal Transportation Project, containing bus-only lanes and several miles of new bicycle and pedestrian infrastructure that closes an active transportation gap between Union Station and the LA County healthcare campus. The project will fund the planting of over 400 trees and includes a partnership with Power 2 Workers, a local grassroots job developer for low-income residents of the project area.

El Cerrito Plaza

Project Location: El Cerrito

Applicant(s) Name: The Related Companies of California, LLC; City of El Cerrito

Project Type: ICP

Disadvantaged Community: No

Geographic Area: San Francisco Bay Area

Total Award: \$39,141,077

Project Description:

The El Cerrito Plaza project is 70 units of affordable housing on BART-owned land adjacent to the El Cerrito Plaza BART station. It is an excellent location for family-oriented housing, with plentiful walkable amenities and easy transit access to both BART rail lines and AC Transit buses.

The STI project adds more than one lane mile of context sensitive east-west bikeway that connects the various north-south thoroughfares passing through El Cerrito. It also includes 2,350 linear feet of safe and accessible walkway on Richmond St., new bus shelters, and traffic calming elements. The transit component invests in a BART Traction Power Sub Station (TPSS) that will contribute to increasing the reliability of BART by 4.15%, a crucial metric in returning to pre-COVID ridership.

Community partners include the Construction Industry Workforce Initiative (CIWI), Bike East Bay, and a rental assistance program operated by the City of El Cerrito.

Jordan Downs Phase S6

Project Location: Watts

Applicant(s) Name: The Michaels Development Company I, L.P., La Cienega LOMOD, Inc., Housing Authority of the City of Los Angeles (HACLA)

Project Type: ICP

Disadvantaged Community: Yes

Geographic Area: Coastal Southern California

Total Award: \$34,038,176

Project Description:

Jordan Downs Phase S6 by the Michaels Development Company and the Housing Authority of the City of Los Angeles is 100 units of affordable family housing on the Jordan Downs redevelopment campus in Watts. It replaces dilapidated, barracks-style public housing with modern, energy efficient, and stylish apartments.

The transportation components include buildout of the sidewalk network on the Jordan Downs campus, as well as implementing and expanding the Walk-Bike Watts scope of the Transformative Climate Communities (TCC) grant awarded to Watts. The project also includes a partnership with Metro to improve headways and purchase zero emission buses on a key east-west thoroughfare, addressing the environmental justice implications of sending combustion engine buses through low-income communities of color.

Community partners include GRID Alternatives for workforce development, Watts Century Latino Organization for anti-displacement case managed assistance, and East Side Riders Bike Club for bicycle outreach and advocacy.

Livingston B Street

Project Location: Livingston

Applicant(s) Name: Self-Help Enterprises

Project Type: RIPA

Disadvantaged Community: Yes

Geographic Area: San Joaquin Valley

Total Award: \$17,845,393

Project Description:

The Livingston B Street project will provide 80 units of affordable workforce housing targeting those under 60% of area median income (AMI). The community will include one-, two-, and three-bedroom units, providing intergenerational living while creating housing opportunities for young professionals and large families. The development will include ample green space, a sports court, a community center open to the public, and ample bike storage to encourage alternate modes of transportation.

Self-Help Enterprises (SHE) will partner with the Livingston Health Clinic to provide health prevention screenings and other health services on-site. Office space will be dedicated for services on-site and the community center includes shared meeting space, a robust kitchen area, and other site amenities. SHE will provide a variety of resident services, including an on-site after-school program for youth, STEM and other educational programming, exercise and health services, and a variety of adult education including financial management, budgeting and credit counseling, and homeownership preparation.

The project will include a little under 1,200 ft of new sidewalk, the repair of 4,000 ft of existing sidewalk and 10 ADA curb ramps, and four miles of class III bikeways, bus shelters and at grade boarding infrastructure at five bus stops, and the purchase of five CalVans.

Mills Ranch Apartments

Project Location: King City

Applicant(s) Name: Community Housing Improvement Systems and Planning Association, Inc. (CHISPA)

Project Type: RIPA

Disadvantaged Community: No

Geographic Area: Central Coast

Total Award: \$11,730,810

Project Description:

CHISPA, Inc. is developing a scattered site 40-unit AHD in King City focused on farmworker housing. A community room will provide space for food bank services, GED, ESL, computer literacy, health, exercise, and computer classes. Each building has a courtyard with bike lockers and landscaping. This AHD is the culmination of 20 years of conversation between CHISPA and King City and the City's desire for more farmworker housing.

A partnership between CHISPA and King City will create 2.2 miles of bike and pedestrian pathways which will extend an existing bike path. This collaboration will create a safe, accessible way to access downtown services without a vehicle. These pathways will also connect the project site to the planned location of the future King City Multimodal Transportation Center.

Through AHSC, CHISPA will provide funding to CalVans to purchase four EV vans. Agriculture is the largest industry in King City and CalVans needs additional vans for commuting to agriculture employment. A partnership between CHISPA and Rancho Cielo will provide onsite construction education to Construction Academy students through monthly visits to Mills Ranch while the property is under construction.

NBB BRIDGE Apartments

Project Location: Berkeley

Applicant(s) Name: Bridge Housing Corporation

Project Type: ICP

Disadvantaged Community: No

Geographic Area: San Francisco Bay Area

Total Award: \$49,267,999

Project Description:

This project contributes to the long-planned comprehensive redevelopment of the North Berkeley BART station, with the focal point being the replacement of more than eight acres of surface parking lots over a subterranean BART station with 739 apartments over two phases. The AHD, NBB BRIDGE Phase I, is a 120-unit, 100% affordable development serving individuals and families making 30%-70% of Area Median Income, with a small first-floor retail space.

The transportation components include installing a beautiful pedestrian and bike path/plaza across the master plan that closes a crucial gap in the highly traveled Ohlone Greenway. The project also includes a perimeter of new sidewalks and bikeways around the master-planned area, as well as bus shelters and bus transit boarding islands throughout the project area.

Community partners include the Alameda County Workforce Investment Board for low-income resident job training and placement, Bike East Bay for active transportation training and advocacy, and Healthy Black Families for BIPOC-focused anti-displacement programming.

Palm Villas at State

Project Location: Hemet

Applicant(s) Name: Palm Communities, City of Hemet, Kingdom AQ, LLC

Project Type: ICP

Disadvantaged Community: Yes

Geographic Area: Inland Southern California

Total Award: \$35,494,215

Project Description:

The AHSC application for the Palm Villas at State development located in the City of Hemet represents a collaborative effort between Palm Communities, the City of Hemet, the Riverside Transit Agency (RTA), the Riverside County Transportation Commission (RCTC), and CalVans. Additional project partners include Kingdom Development, CARE, Valley Restart, The Green Coalition of San Jacinto Valley, Riverside County Workforce Development Board, the Fair Housing Council of Riverside County, LAUNCH Apprenticeship network, and the Riverside County Housing Authority.

This transformative project includes a large-scale affordable housing development of 109 units with wrap around services set in an amenity-rich area. Additionally, 49 units are set aside for formerly homeless families. The housing dovetails with a new mobility hub and other transportation improvements that encourage a shift in transportation modes resulting in reduced VMT and GHG Emissions. Active transportation initiatives in the application include two 1/4 miles of bi-directional, context-sensitive bikeways and accessible walkways providing transit and recreation opportunities. Also included in the scope is a new vanpool with three ZEV vans. This project will be the catalyst for positive change in North Hemet, realized through years of community-supported planning.

Palm Villas at Red Bluff

Project Location: Red Bluff

Applicant(s) Name: Palm Communities, City of Red Bluff, and Northern Valley Catholic Social Service, Inc.

Project Type: RIPA

Disadvantaged Community: No

Geographic Area: North State & Sierras

Total Award: \$20,145,910

Project Description:

The Villas at Red Bluff by Palm Communities is a 60-unit family affordable housing project in rural Red Bluff. Red Bluff is well served by local and regional transit. The transportation scope implements bus route enhancements and ZEV purchases that were prioritized in the Short-Range Transportation Plan.

It also includes a partnership with CalVans to specifically provide vanpools for remote job locations. For TRA, the regional transit center will be renovated and modernized, including new passenger amenities and solar panels for sustainability.

Furthermore, the project includes two new lane miles of bikeway and over 2,000 linear feet of upgraded sidewalk. Project partners include the Job Training Center, a partner of the NORTEC Workforce Development Board; and Poor and the Homeless Tehama County Coalition (PATH) for anti-eviction and rental assistance programs. The project also partners with Tehama County to provide ten No Place Like Home supportive housing units for the homeless.

Residences at Liberation Park

Project Location: Oakland

Applicant(s) Name: Eden Housing, Inc, Black Cultural Zone Community Development Corporation, and City of Oakland

Project Type: ICP

Disadvantaged Community: No

Geographic Area: San Francisco Bay Area

Total Award: \$44,661,404

Project Description:

The Residences at Liberation Park is a transformative project to convert a primely located vacant lot in a historic Black neighborhood of Oakland into a thriving community and cultural and commercial hub. Co-developers are Black Cultural Zone (BCZ) Community Development Corporation, a nonprofit whose purpose is “to innovate, incubate, inform and elevate community-driven projects that allow our people and culture to THRIVE” and Eden Housing, a Bay Area nonprofit that has developed more than 12,000 homes throughout California.

Through a five-year community engagement process, BCZ has engaged hundreds of East Oakland residents and partnered with dozens of community-based organizations, designing a plan for the Hub Catalyst Model that will affect both a reclamation of heritage and a bold thrust into the future.

Liberation Park will include 119 units of affordable housing reserved for households earning between 20% and 60% of AMI, including 25% of units reserved for those who are homeless or at risk of homelessness. Eight units will accommodate home-based businesses, and a companion development will create a market hall for commercial, co-working, and event uses. Oakland Department of Transportation will enhance the project by creating a Class I bikeway, pedestrian facilities, and transit signal priority equipment to a nearby corridor, improving safety and connectivity between nearby neighborhoods along MacArthur Blvd.

Saggio Hills

Project Location: Healdsburg

Applicant(s) Name: Jamboree Housing Corporation, Freebird Development Company LLC

Project Type: RIPA

Disadvantaged Community: No

Geographic Area: San Francisco Bay Area

Total Award: \$21,111,191

Project Description:

Saggio Hills Phase I, the Affordable Housing Development, is a 3-story affordable housing building with 48 residential units nestled into the beautiful hills of North Healdsburg. With 12 units reserved for households with intellectual or developmental disabilities, it thematically builds on the idea of connecting affordable housing to the restorative qualities of nature.

The transportation components include a new Class I multi-use trail through a newly created public park and new and repaired sidewalks. The project also includes the expansion of Sonoma County Transit Route 67 Healdsburg Shuttle and the addition of four new ZEV CalVans vans for vanpools to nearby wineries and industrial facilities. These will be the first CalVans vanpools operational in Sonoma County. Programs serving AHD residents and the larger community include anti-displacement through Sonoma County Legal Aid, workforce development through Sonoma County Workforce Development Board, and bike education through Sonoma County Bicycle Coalition.

The project is part of the larger Saggio Hills development which will serve as a model sustainable mixed-income and mixed-tenure (rental and for-sale) community providing a variety of housing types and unit sizes, all scaled and designed appropriately within the context of the development's beautiful natural setting to create a wonderful place for residents to live and to enhance the larger community.

Sakura

Project Location: Sacramento

Applicant(s) Name: Mutual Housing California, Capitol Area Community Development Corporation

Project Type: TOD

Disadvantaged Community: Yes

Geographic Area: Sacramento Area

Total Award: \$38,286,787

Project Description:

Sakura is a proposed five-story development of 134 affordable homes in the heart of urban Sacramento. This development partnership between Mutual Housing California and the Capitol Area Community Development Corporation is located in the amenity-rich, transit-friendly and walkable urban core, reducing car dependency for our low-income residents.

Sakura will be home to first-floor commercial space and on-site amenities, including a community courtyard, outdoor dining area, and dog relief area. Residents will have access to instructor-led programs and classes from Mutual Housing California's experienced community development staff, including classes on financial literacy, health and wellness, digital literacy, and other topics chosen by the resident council.

The project is a collaboration with the City of Sacramento, the Sacramento Regional Transit District, and the San Joaquin Regional Rail Commission. The Sakura development will include critical funding for a new nearby intercity rail station, transit signal priority upgrades, bus stop infrastructure improvements, a light rail station upgrade, and more than a mile of new bike lane infrastructure. Additionally, the project will include an investment in a transformative zero-emissions multiple-unit (ZEMU) train car for the new intercity rail line, creating significant reductions in greenhouse gas emissions.

Sankofa Place at Centinela

Project Location: Inglewood

Applicant(s) Name: Linc Housing Corporation, Venice Community Housing Corporation, Social Justice Learning Institute Inc., and City of Inglewood

Project Type: TOD

Disadvantaged Community: Yes

Geographic Area: Coastal Southern California

Total Award: \$43,797,727

Project Description:

Sankofa Place is a replicable model for sustainable transit-oriented housing in low-income areas. The partnership of the Social Justice Learning Institute (SJLI), Linc Housing, and Venice Community Housing, led a grassroots community-driven process where very low to low-income residents envisioned and designed what 21st century affordable housing should encompass to combat displacement and economic pressure in the City of Inglewood.

The proposed community will also include the permanent home of the Social Justice Learning Institute, allowing it to expand its services to the larger community. The affordable housing development contains 120 units of housing affordable to residents earning 30% to 80% of AMI.

The bicycle scope creates a low-impact east-west bikeway and continues the routes of others to serve as an alternative to the congestion of Florence Blvd and other major thoroughfares. The pedestrian scope also improves walkability along the bikeway and enhances the experience of one of the more routine strolls to downtown Inglewood between two of its major streets. The transit scope is a partnership with LA Metro to increase service, in an environmentally conscious way with ZEV buses, on a key bus line that connects Inglewood to other job centers. Community partners include PV Jobs for workforce development programming, and SJLI for rental assistance and active transportation programming.

Sunnydale Block 7

Project Location: San Francisco

Applicant(s) Name: Mercy Housing California, City and County of San Francisco

Project Type: ICP

Disadvantaged Community: No

Geographic Area: San Francisco Bay Area

Total Award: \$29,745,053

Project Description:

The affordable housing development, Sunnydale Block 7, is the third phase of the Sunnydale HOPE SF public housing redevelopment in San Francisco. This revitalization of San Francisco's largest public housing community, 50 acres in total, is focused on resident empowerment, racial and economic inclusion, economic and educational advancement, and healthy communities, without mass displacement of original public housing residents.

This highly collaborative effort implements the vision of the 1,700+ residents of Sunnydale, and it is over 15 years in the making. The AHD contains 89 units of permanently affordable housing. The AHSC scope also includes a Class I multimodal path that makes the first ever accessible connection to the adjacent McLaren Park, the second largest park in San Francisco.

The transportation scope includes new safe and accessible sidewalk on Santos Street that reconnects this once isolated neighborhood to the pedestrian grid. Finally, the project includes a partnership with SFMTA to implement the Sunnydale Transit Optimization project, a combination of Transit Signal Priority and bus boarding bulb-outs along Visitacion Avenue. Community partners include FACES SF for workforce development, the San Francisco Community Land Trust for anti-displacement programming, and the San Francisco Bike Coalition for bicycle outreach and advocacy.

SB 125 FORMULA-BASED TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM & ZERO- EMISSION TRANSIT CAPITAL PROGRAM

Informal Draft Guidelines

August 28, 2023

Explanatory Webinar



Agenda

- ▶ SB 125 Informal Draft Guidelines Overview
- ▶ Timeline for Final Guidelines and Submission of Allocation Packages
- ▶ Questions and Feedback

SB 125 Formula Program Background

- ▶ SB 125 provided \$5.1 billion between FY23–24 and FY26–27 to regional transportation planning agencies and the operators in their jurisdictions on a formula basis, with flexibility to spend the funds on both capital and operating needs
- ▶ Funds available through both the TIRCP and through a new Zero Emission Transit Capital Program established by SB 125
- ▶ SB 125 included a variety of reporting and accountability measures

Review of Legislative Intent

- ▶ Provide one-time multiyear bridge funding for transit operators to address operational costs until long-term transit sustainability solutions are identified
- ▶ Assist transit operators in preventing service cuts and increasing ridership
- ▶ Prioritize the availability of transit for riders who are transit dependent
- ▶ Prioritize transit agencies representing a significant percentage of the region's ridership

Eligible Recipients and Funding

- ▶ Funds are directly deposited with regional transportation planning agencies, defined in statute to be the same entities that receive the regional funding from State Transit Assistance
- ▶ Each RTPA shall establish a separate account or subaccount to deposit funds within and apply interest earned to the program
- ▶ Operations funding may be distributed to transit operators in their jurisdictions that are eligible to receive State Transit Assistance funding through Section 99314 at the time of distribution by the RTPA

Eligible Recipients and Funding

▶ Capital Projects

- TIRCP & ZETCP funds can go to any recipient that is normally eligible for TIRCP funding under the competitive program
- Eligible recipients include:
 - Public agencies, including joint powers agencies, that operate or have planning responsibility for existing or planned regularly scheduled intercity or commuter passenger rail service (and associated feeder bus service to intercity rail services), urban rail transit service, or bus or ferry transit service (including commuter bus, vanpool, and micro transit services)
 - Public agencies include local municipalities that operate transit service, construction authorities, transportation authorities, and other similar public entities created by statute
 - RTPAs may be sole project sponsors or join with other public agencies in sponsoring projects

Eligible Recipients and Funding

- ▶ TIRCP – Total Funding \$3.995 billion
 - \$1.995 billion in FY23–24
 - \$2 billion in FY24–25
 - Base funding for each year – \$300,000 to each of the RTPAs (49 total)
 - Balance of funding distributed on population-based formula that mirrors STA Section 99313
- ▶ ZETCP – Total Funding \$1.1 billion
 - \$410 million in FY23–24 (\$190M PTA, \$220M GGRF)
 - \$230 million each year from FY24–25 through FY26–27 (all GGRF)
- ▶ Specific funding estimates are provided on pages 4–9 of the guidelines

Eligible Projects – TIRCP

- ▶ Must demonstrate a reduction in greenhouse gas emissions and an increase in ridership
- ▶ Project eligibility similar to TIRCP Cycle 6:
 - **New Projects** – All traditional TIRCP project types are eligible
 - **Existing Projects** – Projects that have previously received TIRCP awards may receive additional funding in order to obtain or maintain funds from federal, state or local sources
 - **Major Projects Project Development** – Projects that are pursuing a Capital Investment Grant through FTA or be part of a pursuit of FRA funding through the Corridor Identification Program
- ▶ Transit operations are also eligible

Eligible Projects – ZETCP

- ▶ Clean fleet, facility and network improvement projects that include, but are not limited to:
 - Replacing aging vehicle fleets with zero emission vehicles
 - Associated fueling or charging infrastructure
 - Facility modifications
- ▶ Projects must reduce greenhouse gas emissions
- ▶ GGRF funding must be spent in a manner that complies with CARB's GGRF Funding Guidelines
- ▶ Transit operations are also eligible
- ▶ Up to 5% (or a maximum of \$5 million) of RTPA share may be programmed for administration of funding and for planning expenses related to developing the long-term financial plan

Requirements for Funding Allocations

- ▶ Initial Allocation Packages due from RTPAs by December 31, 2023
 - Should address projects and operations seeking an allocation of funds for at least FY23–24, but may benefit from showing plans for the entire program period (through FY26–27)
 - Not required to request all FY23–24 in the Initial Allocation Package
 - Updated Allocation Packages may be submitted on a rolling basis
- ▶ Three Main Sections
 - **Allocation Package Narrative Explanation** – fulfills many of the short term financial for immediate service retention requirements
 - **Allocation Package Detailed Project Description** – covers TIRCP Capital, ZETCP Capital and Transit Operations Funding
 - **Regionally Representative Transit Operator Data**

Requirements for Funding Allocations – Narrative Explanation

- ▶ Explanation of funding and service actions taken with resources other than SB 125 funding
 - Capital project deferral or cancellation
 - Programming of funds from sources that have had substantial increases (STA, Federal Formula, LTF for certain counties)
- ▶ Description and justification of regional strategy to use SB 125 funding on capital projects and to fund operating expenses to improve outcomes
- ▶ Detailed breakdown and justification of how funding will be distributed, consistent with the legislative intent language described in SB 125
- ▶ *CalSTA will analyze and review for completeness*

Requirements for Funding Allocations – Detailed Project Description

- ▶ Basic principle – provide data on projects necessary to determine project eligibility, eliminates information only needed for competitive evaluation
- ▶ TIRCP Capital
 - Existing Projects – need identification and description only
 - New TIRCP-eligible projects – need more detailed project description, as well as GHG reduction quantification, expected ridership benefits and expected Priority Populations benefits
 - Project development activities for a new project – similar to new projects, but with no GHG calculator and a more qualitative description
- ▶ ZETCP Capital
 - Project description and scope detail, Calculator Tools (GHG emissions reductions, jobs co-benefits, priority populations benefit criteria table)

Requirements for Funding Allocations – Detailed Project Description

- ▶ Transit Operations Funding
 - Broken down by operator receiving funding
 - Identify ridership share compared to total region's ridership
 - List specific activities funded by the request
 - Nature of service being paid for (both revenue hours and whether for service retention, restoration or increase)
 - Identification of any spending on increased safety and security
 - Identification of expenses intended to increase ridership
 - Identification of benefits to transit dependent riders
- ▶ *CalSTA will analyze and review the detailed project descriptions for project eligibility and completeness*

Requirements for Funding Allocations – Transit Operator Data

- ▶ Basic principle – provide existing data, with CalSTA using existing sources wherever possible
 - CalSTA will use ICT plans submitted to CARB, Asset Information Module data already submitted to FTA, and published GTFS data to comply with statutory requirements – *no need to submit*
 - CalSTA will send monthly ridership reports to each RTPA using FTA NTD data – *RTPAs only need to post on website to comply*
 - Submission requirements
 - Existing operator-specific fleet and asset management plans
 - Revenue collection methods and annual costs
 - Confirmation of GTFS data being current and detail on expected timing of service changes in GTFS
 - Expenditures on safety and security measures
 - Summary of any activities related to service improvement

▶ *CalSTA will analyze and review for completeness*



Approval and Programming

- ▶ Completeness and project eligibility feedback to be provided expeditiously after submission of Allocation Packages
 - Incompleteness may be remedied
 - Specific project eligibility may be addressed without delaying receipt of funds for eligible projects
- ▶ No state infringement on local decision-making processes that determined the specific projects proposed for funding
- ▶ Updates may be made – projects may be removed and added after receiving approval of Updated Allocation Package

Timelines

- ▶ August 31, 2023 – Release of Draft Guidelines
- ▶ September 7 – Formal Workshop on Draft Guidelines (9am–10am)
- ▶ September 14 – Closing Date for Comments
- ▶ September 30 – CalSTA Publishes Final Guidelines
- ▶ Oct 16–Dec 8 – Optional technical assistance meetings (virtual)
- ▶ Dec 31 – Initial Allocation Package & Data Due

Questions and Feedback

SB125 Transit Program Website:

<https://calsta.ca.gov/subject-areas/sb125-transit-program>

Guidelines Comments by Email: sb125transit@calsta.ca.gov

Comments Due by September 14, 2023

For SB125 Transit Program Questions/Join the Mailing List:

sb125transit@calsta.ca.gov

