

Regional Early Action Planning Grants (REAP)

Annual Report



[REAP Program Webpage](#)

June 24, 2025

Tehama County Transportation Commission

Overall Context:

Through REAP 1.0 funding, the Tehama County Transportation Commission (TCTC) initiated the development of a Vehicle Miles Traveled (VMT) Analysis and Climate Sustainability Model in collaboration with GreenDOT Transportation Solutions. This planning initiative provides the foundation for streamlining CEQA review of housing projects under SB 743 by establishing jurisdiction-specific VMT baselines, thresholds, and mitigation strategies.

Given Tehama County's rural context and limited resources for complex CEQA review, this project aims to remove barriers to infill development and facilitate housing production by delivering clear, locally calibrated guidance for transportation impact analysis. The project supports housing-supportive planning by linking land use, transportation, and climate policy — ensuring that future development is both efficient and compliant with state environmental requirements.

In addition, the project includes a regional asset inventory, GHG forecasting tools, and implementation recommendations that prepare the region for longer-term planning activities under REAP 2.0 and other state grant programs. Stakeholder engagement has been central to the process, with participation from county departments, cities, Caltrans, tribal governments, and local air quality agencies.

This effort represents a critical step toward aligning Tehama County's land use and transportation systems to better support housing development while meeting state-mandated environmental and equity goals.

Project Highlights, Best Practices and Recent and Anticipated Achievements:

One of the key highlights of this REAP 1.0 project is the development of a region-specific Vehicle Miles Traveled (VMT) framework tailored to the rural and semi-rural communities within Tehama County. The project team conducted a comprehensive review and update of the Tehama County Travel Demand Model (TCTDM), overlaid with StreetLight data, to develop baseline VMT by jurisdiction and trip type. This approach provides actionable data to help streamline CEQA review and identify feasible thresholds of significance for housing-related development projects, which is particularly impactful in resource-constrained rural areas.

A standout best practice has been the use of a stakeholder-driven process involving local jurisdictions, Caltrans District 2, the Tehama County Air Pollution Control District, and community partners. This inclusive approach ensures that the tools and recommendations produced will be both locally relevant and implementable.

Another best practice is the integration of regional asset mapping and VMT-based greenhouse gas forecasting, which will help align transportation investments with future land use planning. The project team also utilized ESRI ArcGIS Online Story Maps to present findings in an accessible, visual format, supporting public transparency and cross-departmental use.

Recent achievements include the completion of baseline VMT estimates, literature and model reviews, and the preliminary development of VMT mitigation strategies. In the coming reporting period, we anticipate finalizing CEQA-ready VMT thresholds, releasing a VMT impact screening tool and user manual, and completing the Carbon Reduction Implementation Plan, all of which are designed to streamline housing development and climate-informed planning in Tehama County.

Status of Activities:

The project is nearing completion. Most major tasks outlined in the scope of work have been completed or are in final review. Baseline VMT data has been developed, reviewed, and documented. Draft VMT thresholds, mitigation measures, and technical memoranda have been circulated for stakeholder input. The regional asset inventory has been compiled and is currently being finalized.

The project team, led by GreenDOT, is in the final stages of preparing the Carbon Reduction Implementation Plan and associated deliverables, including the VMT forecasting tool, user manual, and public-facing web materials. Final formatting and review are underway, with the expectation that all deliverables will be submitted to TCTC within the next reporting period. Jeff is finalizing the final report materials and supporting documentation now.

Activity Category	General Description	Amount Allocated	Amount Expended	Timing	Status	Regional Impact on Housing
1	Creation of VMT mode	\$115,000	\$103,500	Close Out Anticipated for June 30, 2025	90% Complete	The creation of the VMT model supports regional housing production by streamlining CEQA review for residential projects, reducing costs and delays associated with transportation impact analysis.
2	Education and outreach strategy to inform local agencies and community members of the need and benefits of taking early action related to sixth cycle RHNA	\$10,000	\$9,000	Close Out Anticipated for June 30, 2025	90% Complete	The education and outreach strategy helps accelerate regional housing production by increasing local agency and community awareness of the sixth cycle RHNA

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						requirements, building support for proactive planning, zoning updates, and CEQA streamlining aligned with housing goals.
4	Sub-allocate funding to local agencies to support technical assistance, planning, temporary staffing or consultant needs associated with updating local planning and zoning documents	\$170,000	\$153,000	Close Out Anticipated for June 30, 2025	90% Complete	Sub-allocating funding to local agencies enhances regional housing capacity by enabling jurisdictions to access technical assistance and staffing resources needed to update planning and zoning documents, directly supporting increased housing production and RHNA compliance.
6	Administrative costs	\$15,000	\$13,500	Close Out Anticipated for June 30, 2025	90% Complete	Administrative costs ensure effective program delivery and grant compliance, enabling jurisdictions to focus resources on housing-supportive planning activities that collectively advance

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						regional housing goals and RHNA implementation.

Summary of Indicators of Housing Production:

Housing Production Indicator	Baseline Year 2019	Current Year 2024	Cumulative Change	Notes
Building Permits	91	27	- 64	
Certificates of Occupancy	105	36	- 69	
Completed Entitlements	103	30	- 73	
Number of lower-income communities awarded	2020	2025	0	No direct awards yet; project benefits countywide jurisdictions by streamlining review processes for future applications.
# of units	2020	2025	0	This planning tool enables future development by reducing CEQA barriers but does not result in direct unit production.
GHG Emission Mitigation and Streamline of Environmental Review	2020	2025	1 Planning tool	Completed VMT tool supports SB 743 implementation, CEQA streamlining,

Housing Production Indicator	Baseline Year 2019	Current Year 2024	Cumulative Change	Notes
				and GHG mitigation planning.
Increased zoned capacity that improves jobs-housing balance	2020	2025	0	No zoning changes adopted yet; VMT tool expected to support future land use updates that improve jobs-housing balance.

While this project does not produce housing directly, it provides foundational tools to significantly streamline the environmental review process for housing development, particularly under SB 743. By establishing localized Vehicle Miles Traveled (VMT) thresholds, mitigation strategies, and CEQA-ready analysis methods, the project enables Tehama County jurisdictions to more efficiently evaluate housing projects and reduce barriers to infill and mixed-use development.

The project is anticipated to contribute to increased housing production by:

- Reducing the time and cost associated with CEQA compliance for qualifying housing projects;*
- Providing clear screening criteria that exempt smaller housing developments from full VMT analysis;*
- Supporting housing-supportive General Plan implementation through data-driven transportation impact analysis; and*
- Aligning local planning practices with state climate and housing goals, enabling jurisdictions to pursue additional state funding programs that incentivize housing construction.*

These indicators support the long-term objective of accelerating housing production across both incorporated and unincorporated areas in Tehama County.

Additional Information:

This project has helped build long-term internal capacity for Tehama County jurisdictions by developing tools and methodologies that can be integrated into future planning, permitting, and capital investment decisions. The deliverables created under this REAP 1.0 effort are structured to support consistency across jurisdictions while allowing for localized application.

In addition to streamlining CEQA review for housing projects, this initiative positions the County and its cities to pursue future implementation funding through REAP 2.0, the Affordable Housing and Sustainable Communities (AHSC) program, and the Carbon Reduction Program (CRP). The emphasis on stakeholder collaboration, equity considerations, and transparency in public communication ensures that these planning tools will be adaptable, accessible, and aligned with both local needs and state priorities.

Final deliverables, including a regional VMT screening tool, Story Map, and Climate Implementation Plan, will be available to staff and the public and are intended to remain living resources beyond the grant period.