

# Regional Early Action Planning Grants of 2021 (REAP 2.0) Annual Report Template for Metropolitan Planning Organizations



Santa Barbara County Association of Governments (SBCAG)

For the reporting period of:  
January 1, 2024 to December 31, 2024

# Instructions

This form is to be used for satisfying the reporting requirements of California Health and Safety Code section 50515.10. The report must be submitted to the California Department of Housing and Community Development (HCD) via email at [reap2021@hcd.ca.gov](mailto:reap2021@hcd.ca.gov) in Microsoft Word format by April 1 of the year following award of funding, and annually thereafter by April 1 until all funds are expended.

Details about the REAP 2.0 program can be found at:

<https://www.hcd.ca.gov/grants-and-funding/programs-active/regional-early-action-planning-grants-of-2021>

**Note:** This Microsoft Word form uses cross-references and formulas to autofill some fields using information inputted by the user. Cross-references and calculations may not update immediately upon input. The user may force updates to cross-references by entering and exiting the Print Preview of Word (*shortcut: Ctrl+P, Esc*), or by saving, closing, and then reopening the document. Formulas may be updated by right-clicking the field and selecting *Update Field*.

Refer to the following instructions to complete each part of the report.

## Part I – Overall Context

In 500 words or less, provide a brief overview regarding the current status of each Proposed Use and Subtask(s)<sup>1</sup>.

- **Overview:** A general description of the overall Proposed Use(s) and Subtask(s).
- **Current Status:** A short summary of the information requested in Part III – Status of Activities on progress made by each Proposed Use to meet the REAP 2.0 objectives:
  - Accelerating infill development that facilitates housing supply, choice, and affordability,
  - Affirmatively Furthering Fair Housing (AFFH), and
  - Reducing Vehicles Miles Traveled (VMT).

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<sup>1</sup> If one or more Proposed Uses includes suballocations, please provide additional context for each suballocated award.

## **Part II – Highlights, Challenges, Opportunities, and Accomplishments**

In a paragraph or two per Proposed Use<sup>2</sup>, discuss the highlights, challenges, opportunities, and accomplishments realized at regional, subregional, or local levels to date. This part may include updates about:

- Engaging stakeholders
- Building support for housing and transportation
- Developing strategies for reducing VMT
- Adopting policy reforms to remove barriers to housing production
- Completing project deliverables
- Fostering subregional collaboration on housing and transportation planning
- Administering technical assistance
- Best practices
- Exemplary highlights and program outcomes

## **Part III – Activity Status and Funding Summary**

Provide details of each Proposed Use. Utilize the project timeline and budget from the approved advance allocation and full application to complete the tables for each Proposed Use according to the columns provided as follows:

- **Advance Allocation Application – Proposed Activities:**
  - **Activity Title** – Input Proposed Activity title.
  - **Timeline** – Approximate start and completion dates of work performed.
  - **Amount Proposed & Amount Expended** – Specify the grant amounts proposed and expended for each approved Activity.
  - **Status** – Select whether activity is not started, in progress, or completed as of the end of the reporting period.

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<sup>2</sup> For Proposed Uses that are suballocated, please provide this detail for each suballocation award.

- **Full Application – Proposed Uses & Subtasks:**
  - **Activity No.** – Should correspond with Activity Number in Proposed Use Timeline and Budget in full application.
  - **Activity Title** – Should correspond with Activity Title in Proposed Use Timeline and Budget in full application.
  - **Eligible Uses** – Indicate which eligible uses are being achieved through the activity as listed in 50515.08 (c)(1)(E)(i-iv) (reference section [50515.08 \(d\)\(4-7\)](#) for additional information):
    - (i) Accelerating infill development, including housing;
    - (ii) Supporting residents through realizing Multimodal Communities,
    - (iii) Shifting travel behavior through reducing driving, and/or
    - (iv) Increasing transit ridership.
  - **Suballocation (Sub)** – Check the box for each activity that utilizes suballocated funds.
  - **Timeline** – Approximate start and completion dates of work performed.
  - **Amount Allocated & Amount Expended** – Specify the grant amounts allocated and expended for each approved Proposed Use and Subtask.
  - **Status** – Select a status from the dropdown menu (not started, in progress, complete).

#### **Part IV – Measurable Outcomes by Proposed Use**

Provide information in the tables provided related to accelerating infill housing, reducing VMT, and Affirmatively Furthering Fair Housing resulting from the performance of activities as of the end of the reporting period.

#### **Part V – Web Report**

Provide the URL(s) on the grantee’s public website containing existing maps that illustrate VMT generation patterns in their region. A grantee may submit maps produced in the development of the grantee’s adopted sustainable community strategies. If public maps are not available on the grantee’s website, a statement confirming that the VMT information in [Site Check \(https://sitecheck.opr.ca.gov\)](https://sitecheck.opr.ca.gov) accurately visualizes VMT patterns in their region is sufficient. Additional maps relevant to the proposed use(s) may also be included.

## **Part VI – Additional Information**

Provide materials produced for REAP 2.0 activities as supplemental documentation to this report. This may include templates, announcements, or other program guidance. Common file formats such as PDF, Word document, JPEG, etc. are sufficient.

The grantee may add any other information as deemed appropriate to demonstrate the status and impacts of the overall REAP 2.0 activities. The grantee may also discuss any anticipated changes and limiting or confounding factors potentially impacting the effectiveness of the activities.

The grantee may also add recent developments to the data inputted in the Annual Report submitted in the previous reporting period, if applicable. Self-reported data by cities and counties is available on [HCD's Housing Element and Implementation and APR Data Dashboard \(https://www.hcd.ca.gov/planning-and-community-development/housing-open-data-tools/housing-element-implementation-and-apr-dashboard\)](https://www.hcd.ca.gov/planning-and-community-development/housing-open-data-tools/housing-element-implementation-and-apr-dashboard) (note that HCD cannot independently verify most project-level data). HCD recognizes REAP 2.0 funds may not immediately impact production indicators for projects completed in 2023 and 2024, but that these numbers may be used as a baseline or context for indicating housing production at a regional scale.

## Report

### **Part I – Overall Context**

#### **Overview of Proposed Use(s) and Subtask(s):**

Consistent with SBCAG's full application submitted to HCD on December 27, 2022, SBCAG fully allocated all REAP 2.0 funds with the exception of the funds available to SBCAG to implement and administer the program. All awards were competitive in nature. During the reporting period, the Governor's proposed budget included a significant funding reduction to the REAP 2.0 program. The legislature ended up approving a smaller, yet still significant funding reduction which resulted in SBCAG adjusting funding amount. When discussing the funding reduction with project sponsors it was determined that project #7 could not meet program deadlines and therefore was dropped with the concurrence of HCD. The remaining six projects each received a less significant funding reduction (see the values below).

- 1: City of Santa Maria Downtown Revitalization Infrastructure Improvements, was \$2,500,000, now \$2,482,958.44.
- 2: City of Lompoc Permit Ready Accessory Dwelling Unit Program, was \$450,000, now \$446,897.
- 3: Housing Trust Fund of Santa Barbara County Prototype 3D Printed Affordable Home, was \$375,000, now \$372,414.
- 4: University of California Santa Barbara, Santa Barbara County Active Transportation Data Dashboard, was \$525,538, now \$521,914.
- 5: Housing Authority of the City of Santa Barbara, Jacaranda Court Pilot Architectural Support, was \$395,000, now \$392,276.
- 6: City of Goleta San Jose Creek Multipurpose Path, was \$734,933, now \$729,866.
- 7: Housing Authority of the County of Santa Barbara Perkins Place, was \$275,000, now \$0.

In addition to the seven (six remaining) proposed uses, SBCAG continues to administer the program locally using the 10 percent advance allocation of \$549,592 which was \$583,941 prior to the funding reduction.

#### **Current Status:**

All projects have executed grant agreements in place. During the reporting period SBCAG amended all agreements to reflect new funding values and terminated the agreement for project #7.

Project #1: The City of Santa Maria has two components to its project - a sewer line and a BRT station. At the end of the 2024 reporting period, there was no action. At the time of this report, the sewer line work is out for bid and the BRT station is in design.

Project #2: The city has developed and advertised an RFP. A consultant has been selected and an agreement has been executed. On March 12, 2025, the City and its consultant held a kick-off meeting. The project is expected to be complete in December 2025. No invoices have been submitted by the City to this point.

Project #3: To date, SBCAG has paid \$126,837.83 in invoices on this project. During the reporting period, the project team negotiated on a ground lease, completed architecture and site planning, and received its land use permit from the City of Goleta. A building permit was applied for in December 2024 with an expectation of receiving the permit in February 2025. Ground breaking is anticipated for March 2025.

Project #4: UCSB staff continues to make progress. The project was temporarily paused in 2024 due to a disagreement on the liability clause of the grant agreement. The agreement was ultimately approved by both parties in November 2024. In early January 2025, UCSB submitted its first invoice to SBCAG for \$103,720.74 for work completed to date. Phase 1 of the project has been completed and Phase 2 is now underway.

Project #5: This is the first REAP 2.0 project in the SBCAG region to be completed. The Housing Authority submitted invoices in July 2024 and January 2025. SBCAG paid these invoices and the project is completely spent. This project funded the architectural component of an affordable housing development. The Housing Authority is currently in the process of receiving final approval from the City and construction is expected to begin in August 2025.

Project #6: Portions of this project are currently underconstruction by Caltrans as part of a separate Caltrans project. A cooperative agreement for the project has been executed between the City and Caltrans. Construction of the larger portion of the project is expected to begin in the second half of 2025. No invoices have been processed by SBCAG to date. The REAP 2.0 funding on this project is a small percentage compared to its overall cost.

Project #7: During the SBCAG Board of Directors August 2024 meeting, the Board terminated the REAP 2.0 agreement between the Housing Authority and SBCAG. When discussing the funding reduction with project sponsors it was determined that this project has experienced delays to the extent that it could not be completed within the required timeframe.

## **Part II –Highlights, Challenges, Opportunities, and Accomplishments**

SBCAG was excited to announce the completion of its first REAP 2.0 project in early 2025. During 2024, two challenges were difficult to navigate: 1) the REAP 2.0 funding reduction required negotiation with project sponsors and amendments to all agreements, and 2) the UCSB - SBCAG agreement took longer than anticipated due to UC Board of Regents policies related to assuming liability and indemnification. Eventually, an agreement was reached with UCSB.

Projects continue to make progress and SBCAG has settled into its role of administering the program locally. Two requests for funds were submitted to HCD and the funding was received.



### **Part III – Activity Status and Funding Summary**

*Insert data in the tables below regarding the status of activities and funding allocations and expenditures for each Proposed Activity/Use.*

#### **Advance Allocation Application – Proposed Activities**

*If the grantee did not submit the REAP 2.0 advance allocation application, check the following box and proceed to Full Application – Proposed Uses & Subtasks: ☐ Not Applicable*

| <b>Activity Title</b>                              | <b>Timeline</b>    | <b>Amount Proposed</b> | <b>Amount Expended</b> | <b>Status</b> |
|----------------------------------------------------|--------------------|------------------------|------------------------|---------------|
| 1. On-going administration                         | Through March 2026 | 549,592.00             | 325,468.88             | In Progress   |
| 2. Engagement Strategy                             | Jan-Aug 2022       | 48,595.09              | 48,595.09              | Complete      |
| 3. SBCAG Resource Guide                            | Jan-Aug 2022       | 48,495.08              | 48,595.08              | Complete      |
| 4. Public and Stakeholder Engagement               | Feb-Oct 2022       | 96,990.16              | 96,990.16              | Complete      |
| 5. Project Selection, Full Application Development | Jul-Dec 2022       | 96,990.17              | 96,990.17              | Complete      |
|                                                    |                    |                        |                        | -Select-      |
|                                                    |                    |                        |                        | -Select-      |
|                                                    |                    |                        |                        | -Select-      |
|                                                    |                    |                        |                        | -Select-      |
|                                                    |                    |                        |                        | -Select-      |
|                                                    |                    |                        |                        | -Select-      |
| <b>Total</b>                                       | N/A                | \$840,662.50           | \$616,639.38           | N/A           |

**Full Application – Proposed Uses & Subtasks**

| Activity No. | Activity Title                                                          | Eligible Uses  | Sub                                 | Timeline | Amount Allocated | Amount Expended | Status      |
|--------------|-------------------------------------------------------------------------|----------------|-------------------------------------|----------|------------------|-----------------|-------------|
| 1.0          | City of Santa Maria Downtown Revitalization Infrastructure Improvements | i, ii, iii, iv | <input checked="" type="checkbox"/> | 2023-26  | 2,482,958.44     | 0.00            | In Progress |
| 1.1          | Sewer Line Improvements                                                 | i              | <input checked="" type="checkbox"/> | 2023-26  | 2,200,000.00     | 0.00            | In Progress |
| 1.2          | Bus Rapid Transit Station                                               | i, ii, iii     | <input checked="" type="checkbox"/> | 2023-26  | 282,958.44       | 0.00            | In Progress |
| 2.0          | Permit Ready Accessory Dwelling Unit Program                            | i, iii         | <input checked="" type="checkbox"/> | 2024-25  | 446,897.00       | 0.00            | In Progress |
| 2.1          | Admin - hire consultant, staffing                                       | i, iii         | <input checked="" type="checkbox"/> | 2024-25  | 10,000.00        | 0.00            | In Progress |
| 2.2          | Public Outreach                                                         | i, iii         | <input checked="" type="checkbox"/> | 2024-25  | 80,000.00        | 0.00            | Not Started |
| 2.3          | Interagency Coordination                                                | i, iii         | <input checked="" type="checkbox"/> | 2024-25  | 50,000.00        | 0.00            | In Progress |
| 2.4          | Environmental Review                                                    | i, iii         | <input checked="" type="checkbox"/> | 2024-25  | 130,000.00       | 0.00            | Not Started |
| 2.5          | Draft Product Development                                               | i, iii         | <input checked="" type="checkbox"/> | 2024-25  | 100,000.00       | 0.00            | Not Started |
| 2.6          | Final Product Development                                               | i, iii         | <input checked="" type="checkbox"/> | 2024-25  | 76,897.00        | 0.00            | Not Started |
| 3.0          | Prototype 3D Printed Affordable Home                                    | i, iii         | <input checked="" type="checkbox"/> | 2022-25  | 372,414.00       | 126,837.83      | In Progress |
| 3.1          | Planning and Predevelopment                                             | i, iii         | <input checked="" type="checkbox"/> | 2022-25  | 100,000.00       | 100,000.00      | In Progress |
| 3.2          | Construction                                                            | i, iii         | <input checked="" type="checkbox"/> | 2022-25  | 225,000.00       | 26,837.83       | In Progress |
| 3.3          | Documentation and Dissemination of Project Findings                     | i, iii         | <input checked="" type="checkbox"/> | 2022-25  | 47,414.00        | 0.00            | Not Started |
| 4.0          | Santa Barbara County Active Transportation Data Dashboard               | i, ii, iii     | <input checked="" type="checkbox"/> | 2023-25  | 521,914.00       | 103,720.74      | In Progress |
| 4.1          | Kickoff - Data Collection                                               | i, ii, iii     | <input checked="" type="checkbox"/> | 2023-25  | 200,000.00       | 103,720.74      | In Progress |
| 4.2          | Prototype through deployment                                            | i, ii, iii     | <input checked="" type="checkbox"/> | 2023-25  | 321,914.00       | 0               | In Progress |

| Activity No. | Activity Title                                                                                                             | Eligible Uses | Sub                                 | Timeline | Amount Allocated | Amount Expended | Status      |
|--------------|----------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------------------|----------|------------------|-----------------|-------------|
| 5 .0         | Jacaranda Court Pilot - architectural support                                                                              | i, iii        | <input checked="" type="checkbox"/> | 2022-25  | 392,276.00       | 392,276.00      | Complete    |
| 5 .1         | Architectural: Schematic design, design development, construction documents, biddind and negotiations, construction, admin | i, iii        | <input checked="" type="checkbox"/> | 2022-25  | 392,276.00       | 392,276.00      | Complete    |
| 6 .0         | San Jose Creek Multipurpose Path                                                                                           | ii, iii       | <input checked="" type="checkbox"/> | 2023-27  | 729,866.00       | 0.00            | In Progress |
| 6 .1         | Pre-construction: Funding, bid solicitation                                                                                | ii, iii       | <input checked="" type="checkbox"/> | 2023-24  | 0.00             | 0.00            | Complete    |
| 6 .2         | Construction                                                                                                               | ii, iii       | <input checked="" type="checkbox"/> | 2024-27  | 729,866.00       | 0.00            | In Progress |
| 6 .3         | Project Closeout                                                                                                           | ii, iii       | <input checked="" type="checkbox"/> | 2024-27  | 0.00             | 0.00            | Not Started |
| - -          |                                                                                                                            |               | <input type="checkbox"/>            |          |                  |                 | -Select-    |
| - -          |                                                                                                                            |               | <input type="checkbox"/>            |          |                  |                 | -Select-    |
| - -          |                                                                                                                            |               | <input type="checkbox"/>            |          |                  |                 | -Select-    |
| - -          |                                                                                                                            |               | <input type="checkbox"/>            |          |                  |                 | -Select-    |
| - -          |                                                                                                                            |               | <input type="checkbox"/>            |          |                  |                 | -Select-    |
| - -          |                                                                                                                            |               | <input type="checkbox"/>            |          |                  |                 | -Select-    |
| - -          |                                                                                                                            |               | <input type="checkbox"/>            |          |                  |                 | -Select-    |
| - -          |                                                                                                                            |               | <input type="checkbox"/>            |          |                  |                 | -Select-    |
| - -          |                                                                                                                            |               | <input type="checkbox"/>            |          |                  |                 | -Select-    |
| - -          |                                                                                                                            |               | <input type="checkbox"/>            |          |                  |                 | -Select-    |
| - -          |                                                                                                                            |               | <input type="checkbox"/>            |          |                  |                 | -Select-    |
| - -          |                                                                                                                            |               | <input type="checkbox"/>            |          |                  |                 | -Select-    |
| - -          |                                                                                                                            |               | <input type="checkbox"/>            |          |                  |                 | -Select-    |
| - -          |                                                                                                                            |               | <input type="checkbox"/>            |          |                  |                 | -Select-    |
| <b>Total</b> | N/A                                                                                                                        | N/A           | N/A                                 | N/A      | \$9,892,650.88   | \$1,245,669.14  | N/A         |

## **Part IV – Measurable Outcomes by Proposed Use**

*Input estimates in the tables below resulting from the performance of each REAP 2.0 activity. Please complete to the best of your ability regardless of whether the activity has been fully implemented or not.*

### **Accelerating Infill Development**

| <b>Proposed Use</b> | <b>Measurable Outcome</b>                                                                                                                                                                                                                      | <b>Baseline</b>                                                                                                                                                    | <b>Target</b>                                                                                                                                                                                                                                                 | <b>Results</b>                                 |
|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 1                   | Number new housing units in project area, reduction in VMT per capita                                                                                                                                                                          | No housing units in redevelopment area                                                                                                                             | Accelerating new housing supply in downtown area                                                                                                                                                                                                              | Not realized yet                               |
| 2                   | Number of new housing units, increased land use intensities                                                                                                                                                                                    | Existing housing unit types prior to program implementation: 66 units over an 8-year period (8.25 ADU's per year), Existing land use intensities                   | Changing housing unit types with more ADUs. This program that is estimated increase ADU development by two or three times what is currently being built per year, allowing Lompoc to reach its requiring 1,506 dwelling units for Housing Element Compliance. | Not realized yet                               |
| 3                   | Number of new housing units resulting from this demonstration project, Entitlement clarity for 3d printed homes, Increase in land use intensity in urban areas, Number of new 3D printed units in a qualified urban area (infill) on unused or | Zero 3d printed homes, No entitlement clarity for 3d printed homes, Urban environment with infill potential, Zero 3D printed housing units in Santa Barbara County | Demonstrating the feasibility of 3d printed homes in Santa Barbara County, Providing entitlement clarity for 3d printed housing construction, Accelerate new 3D printed affordable homes in urban infill areas                                                | Not realized yet (construction begins in 2025) |

| Proposed Use | Measurable Outcome                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Baseline                                                                                                                                                                                                                                                                                              | Target                                                                               | Results          |
|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|------------------|
|              | underutilized parcels within existing development patterns and accessible by transit, walking, or bike                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                       |                                                                                      |                  |
| 4            | <p>Alternative transportation mode share, increase in number of people bicycling and walking within urban areas</p> <p>Reduction in active transportation related serious injuries and fatalities within urban areas</p> <p>New bicycling and pedestrian infrastructure in areas where automobile parking is not required consistent with state planning goals</p> <p>New infill housing development in areas with active transportation improvements informed by the dashboard</p> <p>Number of local agencies employing the dashboard in planning for infill development</p> | <p>5.43% (2020) active mode share for work trips (RTP-SCS)</p> <p>6% of vehicle collisions involve a pedestrian or bicyclist (2015-19, five-year avg.)</p> <p>Existing active transportation network</p> <p>No new housing informed by dashboard</p> <p>No local agencies employing the dashboard</p> | Increase active transportation infrastructure between housing and employment centers | Not realized yet |

| <b>Proposed Use</b> | <b>Measurable Outcome</b>                                                                                                                                                                                                                   | <b>Baseline</b>                                                            | <b>Target</b>                                                                                                                                                                                                                                                              | <b>Results</b>                                 |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| 5                   | Number of new housing units supported by the proposed use<br>Number of City-owned parking lots converted to housing                                                                                                                         | Existing housing supply<br>Nine potential City-owned parking lots          | Building affordable and infill housing                                                                                                                                                                                                                                     | Not realized yet (construction begins in 2025) |
| 6                   | The enhanced connectivity and opportunity to utilize alternative modes of transportation will improve existing housing or encourage further infill development because the site is located near sites zoned for mix-use retail and housing. | Number of connections in existing and potential infill- development sites. | Increasing infill development by providing active transportation connections to recently developed multi-family affordable housing units in the near vicinity and to the untapped potential for multiuse development in Old Town and ADUs through the City's ADU ordinance | Not realized yet                               |
| 7                   |                                                                                                                                                                                                                                             |                                                                            |                                                                                                                                                                                                                                                                            |                                                |
| 8                   |                                                                                                                                                                                                                                             |                                                                            |                                                                                                                                                                                                                                                                            |                                                |

**Affirmatively Furthering Fair Housing**

| <b>Proposed Use</b> | <b>Measurable Outcome</b>                                                                                                                                                                                                                      | <b>Baseline</b>                                                                                                        | <b>Target</b>                                                                                                                                                                                         | <b>Results</b>   |
|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| 1                   | Number of new affordable housing units                                                                                                                                                                                                         | No housing units in redevelopment area                                                                                 | Increased affordability and accessibility for special needs populations with ADA improvements, revitalizing downtown Santa Maria which has the highest number of the cities disadvantaged communities | Not yet realized |
| 2                   | Number of new affordable housing units in a “Low Resource” and “High Segregation & Poverty” area (census tract, 0683002702), The increases in housing choice and affordability and decreases in preconstruction fees from permit streamlining. | Existing affordable housing units prior to program implementation, Lack of housing-supportive infrastructure services. | Spurring ADU development that complies with HCD/RHNA to provide the necessary housing for all socio-economic groups, Developer friendly ADU entitlement process                                       | Not yet realized |
| 3                   | Number of new affordable housing units resulting from this demonstration project                                                                                                                                                               | Zero affordable 3d printed homes                                                                                       | Demonstrating lower cost housing construction methods                                                                                                                                                 | Not yet realized |
| 4                   | Number of affordable housing units in low-resourced areas with alternative transportation                                                                                                                                                      | 5.60% walk and 2.03% bike mode share (2015) in disadvantaged (EJ) communities (RTP-SCS)                                | Increase active transportation infrastructure between housing and employment                                                                                                                          | Not yet realized |

| <b>Proposed Use</b> | <b>Measurable Outcome</b>                                                                                                                                                                                                            | <b>Baseline</b>                                                                                                                          | <b>Target</b>                                                                                                                                     | <b>Results</b>   |
|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
|                     | options accessible within a half mile<br>New bicycling and pedestrian infrastructure resulting in low-resourced areas<br>Reduction in active transportation related serious injuries and fatalities within low-resourced urban areas | Existing active transportation network in low-resourced areas<br>Baseline requires analysis conducted by the project to determine figure | centers, Increase active transportation infrastructure to reduce VMT and provide additional travel options between housing and employment centers |                  |
| 5                   | Number of new moderate/middle income affordable housing units                                                                                                                                                                        | Existing housing supply                                                                                                                  | Removing barriers to housing by offering affordable, rent-controlled units                                                                        | Not yet realized |
| 6                   | Enhanced access to public services and community assets (e.g., local schools, job sites, hospitals, and shopping centers) due to increased connectivity in disadvantaged and historically underserved areas.                         | Number of existing bicycle and pedestrian connections to key destinations for disadvantaged and underserved communities                  | Increasing the accessibility and connectivity of disadvantaged communities to key destinations.                                                   | Not yet realized |
| 7                   |                                                                                                                                                                                                                                      |                                                                                                                                          |                                                                                                                                                   |                  |
| 8                   |                                                                                                                                                                                                                                      |                                                                                                                                          |                                                                                                                                                   |                  |



**Reducing Vehicle Miles Traveled**

| <b>Proposed Use</b> | <b>Measurable Outcome</b>                                                                                                                                                        | <b>Baseline</b>                                                          | <b>Target</b>                                                                                                                            | <b>Results</b>   |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| 1                   | Reduction in VMT per capita<br>Increased transit ridership                                                                                                                       | -15% VMT area for residential uses, regional 2022 transit ridership data | New housing opportunity in VMT efficient area<br>Increased transit ridership                                                             | Not yet realized |
| 2                   | Changes in housing unit type before and after program implementation.                                                                                                            | Existing housing unit types in location-efficient areas with proximity.  | Increasing the location and number of ADUs with easy and close access to transit, which in turn increases ridership.                     | Not yet realized |
| 3                   | Number of new housing units in VMT efficient areas                                                                                                                               | Existing housing stock within VMT efficient areas                        | This project seeks to increase the availability of 3D printed affordable units in the region in VMT efficient areas.                     | Not yet realized |
| 4                   | New pedestrian or bicycle pathways                                                                                                                                               | Existing pedestrian and bicycle network                                  | Increase active transportation infrastructure to reduce VMT and provide additional travel options between housing and employment centers | Not yet realized |
| 5                   | Reduction in VMT due to proximity of key destinations and job sites; limited off-street parking by replacing commuter parking lot; number of distinct land uses around the site. | Total number of commuters and changes in VMT                             | Closing jobs-housing imbalance for the project's residents                                                                               | Not yet realized |

| Proposed Use | Measurable Outcome                                                                                                                                                                                               | Baseline                                                                                                                        | Target                                                                                                                                                              | Results          |
|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
|              | Number of surface automobile parking spaces converted to housing sites                                                                                                                                           |                                                                                                                                 |                                                                                                                                                                     |                  |
| 6            | Number of surrounding connections to key destination that will reduce VMT (current estimate of 3.5%); increased frequency and ridership for alternative modes of transportation. New pedestrian/bicycle pathways | Current connections at project site: Four [4] barriers to north-south connectivity: US 101, UP Railroad, San Jose Creek, SR 217 | Increase the use of pedestrian and bike paths to reduce VMT by creating a path that connects residents to key destinations, decreasing the reliance on automobiles. | Not yet realized |
| 7            |                                                                                                                                                                                                                  |                                                                                                                                 |                                                                                                                                                                     |                  |
| 8            |                                                                                                                                                                                                                  |                                                                                                                                 |                                                                                                                                                                     |                  |

## **Part V – Web Report**

URL(s): REAP Program, Current Projects - SBCAG, VMT Maps - UnderstandingRegionalTravelPatterns.pdf

## **Part VI – Additional Information**

*Provide any additional indicators, outcomes, and anticipated changes, if applicable.* ☐ Not Applicable

All changes occurring during 2024 have been included in this report. These include adjusting funding levels to accommodate the program's funding reduction and the removal of Project #7.