

June 15, 2020

Subject: Round 5 Affordable Housing and Sustainable Communities Program: FY 2018-2019 Recommended Awards

Reporting Period: June 2020

Staff Lead: Ryan Silber, AHSC Program Manager

Recommended Action

Staff recommend that the Council award up to \$552,349,862 in cap-and-trade funding for the Fiscal Year 2018-2019 Round 5 Affordable Housing and Sustainable Communities Program to the 26 projects identified in in this report.

Summary

The California Strategic Growth Council's (SGC) Affordable Housing and Sustainable Communities Program (AHSC) provides grants and loans for programs and capital development projects, including affordable housing development and transportation improvements that encourage walking, bicycling, and transit use resulting in fewer passenger vehicle miles travelled (VMT). Reducing VMT through these projects also reduces greenhouse gas emissions and benefits Disadvantaged and Low-Income Communities. In AHSC's fifth round, \$552,349,862 is available to fund such projects. This staff report provides an overview of AHSC, its application process, and a summary of applications recommended for award.

Staff recommend that the Council award up to \$552,349,862 in cap-and-trade funding for the Fiscal Year 2018-2019 Round 5 Affordable Housing and Sustainable Communities Program to the 26 projects identified in this report, including the first AHSC-funded Tribal project, providing blueprints for sustainable development patterns in California's many urban contexts. Staff recommend these awards based upon the competitive process described in the AHSC Guidelines and meeting the Program's statutory objectives.

Following Council approval of awards, HCD staff will proceed to develop contractual agreements to disburse funds to awardees, leading to the development of 2563 units near transit, the majority of which will be available at deeply affordable rents. The transportation projects will include a diverse array of projects – pedestrian freeway overpasses, safe routes to schools, bicycle corridor plan implementation, transit route optimization, low-income community transit service expansion, and commuter rail expansion. The nearly \$7 million for community programs will provide transit passes to residents of the affordable housing developments and surrounding communities, environmental justice and activism programming, bicycle education workshops, ZEV car sharing, and multiple workforce training programs.

Background

The AHSC Program, implemented in collaboration with the California Department of Housing and Community Development (HCD), provides competitive grants and loans to projects that will achieve greenhouse gas emissions reductions through the development of affordable housing and related infrastructure, active transportation infrastructure, capital transit improvements, and related programming, the majority of which directly benefit Disadvantaged and Low-Income Communities. AHSC encourages partnerships between local municipalities, transit agencies, and housing developers in order to achieve the integration of affordable housing and transportation projects.

Upon approval of this round of awards, AHSC will have invested over \$1.7 billion in communities across California. AHSC awarded over \$1.2 billion to support 102 projects in the first four rounds of the program. These 102 awards will support over 9,400 housing units, more than 85 percent of which are affordable; more than 150 miles of new or improved bike lanes; and more than 1,000 new or improved crosswalks. Beyond increasing housing and transportation options, projects improve climate resilience through water and energy conservation, infrastructure hardening, low-impact development, and community programming. Most projects also incorporate local workforce development strategies, often by partnering with job training programs or Workforce Investment Boards. Across all five rounds, the projects are estimated to reduce 2.1 million metric tons of CO₂-equivalents and about 223,000 pounds of criteria air pollutants.

Investment Targets

A set of statutory and programmatic targets guide AHSC investments, directing them toward specific communities, infrastructure, and project types.

Project Types: The AHSC Program Guidelines for the Fiscal Year 2018-19, adopted by the Council on October 31, 2019, include three project types:

- Transit Oriented Development (TOD) projects – 35% funding target: Projects located within ½-mile walking distance of high-frequency transit that operates on dedicated infrastructure, such as light rail or bus rapid transit lanes. All TOD applications are for projects in the Bay Area, Los Angeles, and San Diego metropolitan regions.
- Integrated Connectivity Projects (ICP) – 45% funding target: Projects located within ½-mile walking distance of transit with frequent service during peak hours. ICP applications are for projects located across the state including mid-sized downtown infill projects and exurban corridor densification.
- Rural Innovations Project Area (RIPA) projects – 10% funding target: Projects located in rural areas within ½-mile walking distance of transit with frequent service during peak hours or served by on-demand or flexible transit service.

The first 90 percent (90%) of funds are allocated competitively to top-scoring projects within each project type. The remaining 10 percent (10%) of funds are awarded at the discretion of the Council with the intent of fulfilling AHSC's statutory and programmatic objectives.

Per statute, a minimum of 50 percent (50%) of the total AHSC Program dollars must be dedicated to affordable housing¹, and 50% of total AHSC funding must also be invested to benefit Disadvantaged Communities², as identified by the CalEnviroScreen tool. These set-asides are not mutually exclusive.

SGC Staff collaborate with CARB Staff in order to set AHSC targets for investments within priority population communities. These targets are aligned with statutory requirements set by Assembly Bill (AB) 1550 (Gomez, Chapter 369, Statutes of 2016) for the entire suite of Climate Change Investments (CCI) administered by CARB. These CARB investment targets prioritize 75% of AHSC funds for projects located within priority population communities, including mutually exclusive targets of 60% within Disadvantaged Communities, 10% within Low-Income Communities, and 5% within Low-Income Communities ½-mile or less away from a Disadvantaged Community.

In addition to AHSC's and CCI's statutory targets, the AHSC guidelines establish additional programmatic objectives. These include awarding at least one project from a Federally Recognized Indian Tribal entity, striving for a regionally equitable distribution of resources, and maximizing GHG reductions.

Round 5 Application Process

As the implementing agency for the AHSC Program, HCD issued a Notice of Funding Availability (NOFA) for AHSC Round 5 on November 1, 2019. The application period remained open through February 11, 2020. Applications were considered through a competitive process, beginning with threshold review for application eligibility with most projects advancing to scoring review. Details on each stage of the Review process are available in Appendix D.

Recommended Round 5 Awards

AHSC Staff recommends awarding the \$552,349,862 available for FY 2018-19 Round 5 AHSC Program awards across the 26 projects detailed in Table 1, below. The projects recommended received top scores within each project area type and meet the project area type investment targets (Section 108(d)(3) of the Round 5 Guidelines). Scores are based on the GHG Quantification Methodology and related scoring, Quantitative Policy scoring, and Narrative Review scoring criteria in the FY2018-19 AHSC Guidelines.

¹ Health & Saf Code § 39719 (b)(1)(C).

² Pub Resources Code § 75214.

Table 1: AHSC Round 5 FY18-19 Staff Recommended Awards

TOD Awards

Project Name	Final Score	Project Location (City)	AHSC Total Request	Total Units	Disadvantaged Community
Balboa Park Upper Yard	90	San Francisco	\$ 29,952,200	131	N
Fruitvale Transit Village IIB	89	Oakland	\$ 29,966,039	181	Y
Mandela Station Transit Oriented Development	86.66	Oakland	\$ 29,659,310	240	Y
266 4th Street - TOD Partnership	86	San Francisco	\$ 20,113,667	70	Y
Maudelle Miller Shirek Community	85	Berkeley	\$ 22,781,553	87	N
Galindo Terrace and Sustainable Transportation Improvements	81	Concord	\$ 20,942,930	62	N
Santa Monica & Vermont TOD	81	Los Angeles	\$ 29,889,806	187	Y
3rd and Dangler Apartments	81	Los Angeles	\$ 23,856,673	78	Y
619 Westlake*	76	Los Angeles	\$ 13,232,431	78	Y

ICP Awards

Project Name	Final Score	Project Location (City)	AHSC Total Request	Total Units	Disadvantaged Community
Roseland Village AHD Active Transportation and SMART Extension	93	Santa Rosa	\$ 25,780,623	75	N
Legacy Square	91	Santa Ana	\$ 25,431,865	93	Y
Connected Berkeley	88	Berkeley	\$ 19,072,792	63	N

Project Name	Final Score	Project Location (City)	AHSC Total Request	Total Units	Disadvantaged Community
Entrada	88	Riverside	\$ 22,121,206	65	Y
Thatcher Yard Housing	88	Los Angeles	\$ 13,255,512	98	N
ARCHWAY COMMONS II	87	Modesto	\$ 24,766,157	74	Y
HOPE SF Potrero Block B	86	San Francisco	\$ 29,829,178	157	N
Rose Hill Courts Phase I	86	Los Angeles	\$ 20,186,958	89	N
Madrone Terrace	82	San Leandro	\$ 18,947,330	79	N
Parkview	81	Los Angeles	\$ 24,057,513	127	Y
Corazón del Valle	81	Los Angeles	\$ 23,229,151	90	Y
Washington Arts Collective*	73	Los Angeles	\$7,532,258	56	Y

RIPA Awards

Project Name	Final Score	Project Location (City)	AHSC Total Request	Total Units	Disadvantaged Community
Coalinga	88	Coalinga	\$ 16,845,700	76	N
Worthington la Luna Rural Housing and Transportation Partnership	83.66	Imperial	\$ 15,000,000	114	N
Mojave View	83	Ridgecrest	\$ 18,205,593	76	N
Sherwood Avenue Family Apartments*	77	McFarland	\$16,246,303**	81	Y
Arcata 30th St. Commons	61	Arcata	\$ 11,447,114	36	N

*Indicates projects selected for discretionary funding based on Disadvantaged Community status and estimated GHG reductions per AHSC dollar requested.

**Due to the limited funding available after meeting project type targets and identifying two discretionary awards to Disadvantaged Communities, Staff recommend a partial award of \$16,246,303 to Sherwood Avenue Family Apartments, instead of its requested amount of \$25,588,431.

When determining award recommendations, reviewers selected the top-scoring projects within each project type until project targets for each type were met. Whenever possible, SGC prefers to avoid making partial AHSC awards. In Round 5, the initial breakdown of awards (before discretionary awards, see below) was: 37.51% to TOD projects, 44.64% to ICP projects, and 11.13% to RIPA projects. The AHSC steering committee agreed with Staff’s recommendation to consider the 44.64% of funds as meeting the 45% target for ICP projects. Of these, 45.82% of funds were recommended for award within Disadvantaged Communities, falling short of AHSC’s target of 50%.

Once project type targets were met, \$37,010,991 (less than 10% of total funds) remain for discretionary awards. To meet AHSC’s statutory target for Disadvantaged Communities, Staff recommends allocating all discretionary funds to the three (3) applications from Disadvantaged Communities that meet the eligibility criteria and have the highest GHG emissions reductions per AHSC dollar. Those projects are 619 Westlake and Washington Arts Collective in Los Angeles, and (a partial award to) Sherwood Avenue Family Apartments in McFarland (See Table 1, above and Appendix A for details.)

The recommended awards meet all statutory and programmatic set-asides but fall short of CARB’s AHSC investment targets of for Low-Income Communities and Low-Income Communities located within ½-mile of a Disadvantaged Community. More details about AHSC’s proposed awards and programmatic objectives appear in the tables below and Appendix A.

TABLE 2: Summary of AHSC Funding Recommended by Statutory Set-Asides

	Number of Awards	Proposed Awards	Percent of Total Funding Awarded
Total Funding Recommended	26	\$552,349,862	100%
Affordable Housing*	26	\$361,101,801	65.4%
Disadvantaged Community	13	\$290,102,379	52.5%
Transit Oriented Development (TOD) Project Areas	9	\$220,394,609	39.9%
Affordable Housing*	9	\$145,389,825	
Disadvantaged Community	8	\$146,717,926	
Integrated Connectivity Project (ICP) Areas	12	\$254,210,543	46.0%
Affordable Housing*	12	\$164,552,398	
Disadvantaged Community	6	\$127,138,150	
Rural Innovation Project Areas (RIPA)	5	\$77,744,710	14.1%
Affordable Housing*	5	\$56,990,147	
Disadvantaged Community	1	\$16,246,303	

Note: Affordable Housing and Disadvantaged Community dollars are not mutually exclusive.

* Includes costs related to Affordable Housing Development and Housing-Related Infrastructure.

Affordable Housing

Every recommended project will fund an affordable housing development. Over 65 percent (65%) of the total funds recommended for award will support affordable housing and related infrastructure, exceeding statutory requirements to allocate at least 50 percent (50%) of the total AHSC Program for affordable housing. When completed, the recommended projects will provide more than 2,563 units of housing, 2,384 of which will be affordable across a range of incomes.

TABLE 3: Summary of Affordable Housing Units Funded by AHSC

Recommended AHSC Awards with Affordable Housing	26 awards
Total Units Funded	2,563 units
Extremely Low Income (Less than 30% Area Median Income) Units Funded	844 units
Very Low Income (Between 30-50% Area Median Income) Units Funded	730 units
Low Income (Between 50-80% Area Median Income) Units Funded	810 units
Supportive Housing Units Funded	369 units
Senior Housing Units Funded	67 units

Disadvantaged Communities

Of the AHSC Program funds recommended for award this year, 52.5%, or more than \$290 million, will be located within Disadvantaged Communities. This share is AHSC's lowest to date, though the actual dollar amount is on par with earlier rounds. Projects located within Disadvantaged Communities provide critically needed affordable, infill development near transit in some of California's most pollution-burdened and under-served communities. Over \$94 million of these AHSC funds will benefit a Disadvantaged Community ranked in the top twentieth percentile of CalEnviroScreen 3.0.

While AHSC is investing a lower share of awards within Disadvantaged Communities when compared to previous rounds, the Program's design emphasized serving low-income and Disadvantaged Communities. Aside from income-restricted housing and expanded transit, which low-income households use at higher rates, AHSC projects emphasize local workforce development, community programming, and public engagement in project design, all of which provide benefits to under-served communities.

TABLE 4: Recommended AHSC Funding Providing Benefits to Disadvantaged Communities

	Number of Projects	Total Dollars Funded	Percentage of Total Funding
Total Projects	26	\$552,349,862	
Projects Providing Benefits to Disadvantaged Communities	13	\$290,102,379	52.52%
CalEnviroscreen 3.0 Percentile			
95-100	4	\$94,801,549	
90-95	1	\$23,229,151	
85-90	5	\$102,747,586	
80-85	-	-	
75-80	3	\$62,183,504	
Not Providing Benefits to Disadvantaged Communities	13	\$262,247,483	47.48%

Sustainable Transportation Infrastructure and Transit Improvements

All projects recommended for funding connect affordable housing and key destinations through walking and/or bicycling infrastructure; nearly all projects also expand transit service. More than \$181 million in funding, or nearly 33 percent (33%), of the total funding available is recommended for bicycle and pedestrian infrastructure, transit station area improvements, transit service expansion, transportation demand management, and other transportation improvements supporting critical connectivity between housing, key destinations, and transit. AHSC funding also provides for three years of discounted or free transit passes to all residents of AHSC-funded affordable housing developments; many projects elect to offer these benefits to more people or for longer periods of time. All the recommended projects include transportation-related investments.

Of the recommended transportation investments, approximately 84 percent (84%), or \$153 million, would fund Sustainable Transportation Infrastructure (STI), capital improvements that increase public transit access, expand pedestrian networks, or expand bicycle networks. The remaining 16 percent (16%) would fund Transportation Related Amenities (TRA), which are capital improvements that provide supportive amenities to cyclists, pedestrians, or transit riders, such as bike parking, bus shelter, benches, and street trees. AHSC also funds ridership programs as well as active transportation education and outreach programs necessary to achieve transportation mode shift.

Geographic Distribution of Awards

Round 5 AHSC award recommendations cover diverse locations across California, with projects that display creative solutions for reducing GHG emissions through affordable housing development and transportation investments. Projects in Imperial, Coalinga, Ridgecrest, Arcata, Santa Rosa, and Riverside all display how low-VMT development can fit into local contexts, particularly in areas without histories of dense, transit-oriented development.

Program Staff recognizes that despite the merits of the five applications submitted within San Diego County, none is recommended for award in AHSC Round 5. While all the applications demonstrated alignment with AHSC’s objectives, each was out of scoring range for project area targets. The AHSC Steering Committee considered scenarios in which projects in San Diego County would be eligible for discretionary funds but awarding such funds in San Diego County would result in AHSC missing its statutory objective of awarding 50% of funds within Disadvantaged Communities. Staff are committed to working with local and regional governments and advocacy groups in the San Diego County area to prepare projects for AHSC’s next round of funding.

TABLE 5: Geographic Breakdown of Applications and Awards

Region	Dollars Requested	Applications submitted	Total Awards	Award Amount	Percentage of Request Awarded	Percentage of AHSC Funding Awarded
SCAG	\$334,539,269	16	11	\$217,793,373	65.10%	39.43%
MTC	\$347,095,712	14	10	\$247,045,622	71.18%	44.73%
San Joaquin Valley	\$167,891,020	8	4	\$76,063,753	45.31%	13.77%
SANDAG	\$138,883,590	5	0	\$0	0.00%	0.00%
SACOG	\$0	0	0	\$0	0.00%	0.00%
North State and Sierras	\$48,258,455	3	1	\$11,447,114	23.72%	2.07%
Central Coast	\$17,064,863	1	0	\$17,064,863	0.00%	0.00%
TOTAL	\$1,053,732,909	47	26	\$552,349,862	-	100%

Technical Assistance

In Round 2, an AHSC pilot technical assistance (TA) program provided TA to applicants located in disadvantaged communities that were unsuccessful in securing funding in AHSC Round 1. SGC contracted researchers at UC Davis to conduct an evaluation of the AHSC TA Pilot, who recommended adjustments to the TA program design for future rounds.

AHSC Staff selects TA recipients based on a variety of criteria, including whether projects would meet Threshold Criteria, the scope of TA needs, geographic diversity,

location in Disadvantaged, low-income, and/or Tribal communities, and capacity of the applicant.

After AHSC funding Round 4, the AHSC TA providers embarked on capacity building efforts in jurisdictions across the State that had seen less success or submitted fewer applications to AHSC. This model included roundtable workshops that brought together developers, local governments, and transit agencies to collaborate on AHSC Projects for Round 5, as well as to set up a pipeline of possible projects for future rounds of the program. Providers also worked with select jurisdictions to help develop requests for proposals for publicly owned land in order to prepare the housing site for a more competitive AHSC application.

Once TA recipients were selected, the SGC-contracted Round 5 TA providers built upon the partnerships and project scopes developed over the preceding months to help applicants prepare and submit final applications. Provided over a one-year period, this comprehensive TA resulted in the recommendation of 14 of 23 TA recipients for AHSC Round 5 awards. This represents above-average success when compared to the general applicant field.

Next Steps and Timeline

Following approval of Round 5 awards, Staff will meet with awarded applicants to describe next steps related to jobs reporting and communication requirements. HCD staff will begin drafting award agreements as projects enter their final design and financing stages. SGC will also offer feedback to unsuccessful applicants to identify application strengths and weaknesses and discuss possible alternate funding sources.

AHSC Program Staff will also begin seeking public comment to inform AHSC Round 6 guidelines and application processes. Staff will ask for feedback on how COVID-19 may be affecting applicants, project delivery, and investment types. Building on this feedback, staff will propose amendments to the Round 6 draft guidelines, opening a second public comment period.

Recommended Action

Staff recommend that the Council award up to \$552,349,862 in cap-and-trade funding for the Fiscal Year 2018-2019 Round 5 Affordable Housing and Sustainable Communities Program to the 26 projects identified in this report.

Should the Council agree with staff's recommendation, the following motion language is suggested:

"I move that the Council award up to \$552,349,862 in cap-and-trade funding for the Fiscal Year 2018-19 AHSC Program to the 26 projects identified in the staff report. Approval of this motion directs staff to finalize project requirements pursuant to this staff report and program guidelines."

ATTACHMENTS

Appendix A

- ***A-1: Applications Recommended for Award***
- ***A-2: Applications Not Recommended for Award***
- ***A-3: Applications Eliminated at Threshold Review***
- ***A-4: Award Summary Statistics According to Programmatic Objectives***

Appendix B: Summary of Round 5 FY2018-19 AHSC Recommended Awards

Appendix C: Map of Round 5 FY2018-19 AHSC Recommended Awards

Appendix D: AHSC Application Review Process

Reference the additional uploads to access Appendices A1-4.

Appendix B: Summary of Round 5 FY2018-19 AHSC Recommended Awards

266 4th Street - TOD Partnership

Project Location: San Francisco

Applicant(s) Name: Tenderloin Neighborhood Development Corporation; City and County of San Francisco

Project Type: TOD

Disadvantaged Community: 75-80%

Low Income Community: Yes

MPO: MTC

Total Award: \$20,113,667`

The 266 4th Street Project results from a collaborative effort by the Tenderloin Neighborhood Development Corporation, several City of San Francisco departments, and BART, to create a Project that will serve longstanding community residents and increase transportation access in the greater region.

The Project serves the vision of the City of San Francisco's Central SOMA Plan by providing 69 units of affordable units anchored by green space for residents and ground floor commercial space, directly above a future MUNI line. The Project would also continue implementation of the City's *Better Market Street* plan with the inclusion of a Class IV sidewalk level bikeway, ADA-accessible curb ramps, streetcar access ramps, boarding islands, transit infrastructure improvements and landscaping and streetscape improvements. The *Better Market Street* plan results from years of extensive public outreach and collaboration between local agencies and has already led to the transformation of San Francisco's main street into a sustainable transportation thoroughfare by banning private automobiles. The Project would also fund three new BART cars that would enable the agency to increase the number of trains operating through the Transbay Tube during peak hours and maximize capacity throughout the regional system.

In addition to hard infrastructure, the program also includes programming that centers existing community members in the City's Filipino Cultural Heritage District. The San Francisco Bicycle Coalition would expand its 'Bike it Forward' program in the Project Area, which provides free bicycles to low-income residents as well as bicycle education and repair classes available in English, Spanish, Cantonese, and Tagalog.

3rd and Dangler Apartments

Project Location: Los Angeles

Applicant Name: National Community Renaissance of California; County of Los Angeles

Project Type: TOD

Disadvantaged Community: 95-100%

Low Income Community: Yes

MPO: SCAG

Total Award: \$23,856,673

The Third and Dangler project would convert six vacant, Los Angeles County-owned parcels into a vibrant 78-unit transit-oriented development in the heart of East Los Angeles. 77 of the units would be reserved for households earning less than 60% AMI and 39 would be reserved for formerly homeless residents. A network of transportation improvements would enhance the project including: A Bicycle Boulevard, 52 new and upgraded bus shelters, sidewalk improvements and curb extensions, four new bicycle racks, a refurbished walking path with lighting and landscaping in Belvedere Regional Park, and over 105 new trees. Ten new zero-emission electric buses would promote the use of transit and reduce air pollution and enable LADOT and Metro to modify routes and make other headway improvements.

The project also includes an on-site bicycle repair/education center and an EV car share, in addition to free transit passes for residents. The housing development would also feature common area amenities such as a community center, a tot lot, BBQ areas, landscaped courtyard/gardens and common space that would be made available to local organizations to offer services to residents and the neighborhood.

619 Westlake

Project Location: Los Angeles

Applicant Name: Meta Housing Corporation; City of Los Angeles

Project Type: TOD

Disadvantaged Community: 85-90%

Low Income Community: Yes

MPO: SCAG

Total Award: \$13,232,431

619 Westlake locates 78 affordable units on currently vacant lots one block away from the MacArthur Park Metro station, one of the most utilized in Los Angeles County. New protected bikeways will connect a large neighborhood park to existing bicycle networks serving surrounding neighborhoods. Two new electric buses will assist Los Angeles

Department of Transit's route improvements to offer 15-minute frequencies on a local DASH line. Paired with this route improvement are seven new bus shelters, neighborhood lighting, traffic calming curb extensions, and ADA compliant sidewalk replacement to construct a friendlier pedestrian environment.

These units will be built to Greenpoint rated standards and produce an estimated 190 construction jobs. Additionally, the project includes funding for jobs programs including resource fairs, re-entry training programs, pre-apprenticeship training courses, and a jobs resource coordinator for construction jobs.

The housing development is located adjacent to an AHSC round 2 awarded project, 7th and Witmer. The round two awardee provided 76 permanent supportive housing units, neighborhood utility infrastructure improvements, pedestrian environment enhancements, and a bike share program. Both AHSC awards connect to other recent active transportation projects linking the neighborhood to downtown and the USC campus.

Arcata 30th St. Commons

Project Location: Arcata

Applicant Name: Yurok Indian Housing Authority

Project Type: RIPA

Disadvantaged Community: No

Low Income Community: Yes

MPO: Non-MPO Region

Total Award: \$11,447,114

The Arcata 30th Street Commons Project would be the first AHSC award to a California Native American Tribe and help the program to meet the Tribal funding target created in the most recent round of guidelines. The project is a partnership between the Yurok Indian Housing Authority, which is the designated housing authority of the Yurok Tribe, and the City of Arcata. The housing development would include 36 multifamily affordable units for households making an income between 30-50% AMI in the City of Arcata. The project would build out several integrated transportation investments, including over a mile of bike lanes, 1,000 feet of safe accessible walkways, a one-mile active transportation multi-use trail, and a pedestrian bridge that will connect residents to the City's closest grocery store and other critical amenities.

Arcata 30th Street Commons stands out because of the culturally important features integrated throughout the project scope. Deep engagement conducted by the Tribal Council within the community helped to further the scope, with an emphasis on responding to the needs of Tribal elders. The project would include a community garden where the Native Foods Council, a Yurok youth-led nonprofit, would work with residents to share the knowledge and traditions of the Yurok culture. The Yurok Tribe additionally

worked to ensure the project site would include wetlands restoration, green spaces, native tree and vegetation plantings, non-native plant removal, and construction of a traditional cultural area and play area on-site for youth.

Archway Commons II

Project Location: San Jose

Applicant Name: EAH Inc., City of Modesto

Project Type: ICP

Disadvantaged Community: 95-100%

Low Income Community: Yes

MPO: StanCOG

Total Award: \$24,766,157

The second phase of the Archway Commons housing development, this project will provide direct funding to 74 of the 150 units in this family development. Using the *StanCOG Non-Motorized Transportation Master Plan*, the *Modesto Pedestrian Priority Areas and Implementation Plan*, and a community support plan for guidance, the project includes streetscape improvements that connect neighborhood residents to local amenities. These include a multiuse path connecting Archway Commons II to the downtown Modesto Transit Center and Modesto Junior College. This potential connection was identified by University of Oregon's Sustainable Cities Institute as an example of how to rehabilitate collector and arterial streets for active transportation usage.

This project provides multiple transit improvements as the developer worked with Modesto Area Express to modify a route to provide direct service to residents of the housing development. Additionally, Altamont Corridor Express (ACE) Rail will receive an additional train car to increase service capacity along a major commuter line. AHSC will also fund free transit passes for neighborhood residents.

Balboa Park Upper Yard

Project Location: San Francisco

Applicant Name: The Related Companies of California, LLC; Mission Housing Development Corporation; City and County of San Francisco

Project Type: TOD

Disadvantaged Community: N/A

Low Income Community: Yes

MPO: MTC

Total Award: \$29,952,200

The result of years of community outreach, Balboa Park Upper Yard will be a 131-unit AHD for families located on a City owned parcel neighboring Balboa Park Bay Area Rapid Transit (BART) station. In further partnership with BART through their Train Control Modernization Project, the project will fund three new BART cars to further the project's objective of increasing service frequency and capacity through the Transbay Tube.

San Francisco Municipal Transit Organization (SFMTA) will build station area pedestrian access and circulation improvements at the BART station and provide residents free Muni passes. The project will further fund new traffic signals, bulb-outs, sidewalk widening, bus stop relocation, bus bulbs, crosswalks, and bicycle infrastructure along Mission Street, a prominent commercial corridor.

The housing development will target households earning between 30% to 80% area median income with 62 two-bedroom and 7 three-bedroom units. The ground floor will include a 4,000-square-foot child care facility with an outdoor activity area, approximately 3,900 square feet of ground floor retail, and 2,900 square feet of community services space coordinated through the Family Wellness Community Resources Center operated by Mission Housing Development Corporation's Resident Services Department.

Coalinga

Project Location: Coalinga

Applicant Name: Pacific West Communities, Inc.; City of Coalinga; Fresno County Rural Transit

Project Type: RIPA

Disadvantaged Community: No

Low Income Community: Yes

MPO: SCAG

Total Award: \$16,845,700

This project provides significant transit expansion in Coalinga and resources for equitable development of the local agricultural economy. A new limited stop express route serviced by electric buses between Coalinga and Fresno provides low-cost transportation to the region's agricultural hub with the route terminating right outside the housing development. AHSC will also fund two electric chargers to support fleet electrification. The purchase of 35 vans for regional vanpool service will help local farmworkers reduce the cost and emissions of daily commutes. The project includes a workforce development partnership with West Hills College to train local low-income residents about agricultural technology and new career pathways.

Coalinga Pacific Apartments will consist of 75 affordable zero-net-energy units with a community room, swimming pool, picnic area, dog park, secure bicycle parking, and a bus turnout and shelter on location. The project area will benefit from over 7,000 feet of new sidewalk, 1.9 miles of new bikeways, six new bike racks, and 61 new streetlights.

Connected Berkeley

Project Location: Berkeley

Applicant Name: Satellite Affordable Housing Associates

Project Type: ICP

Disadvantaged Community: No

Low Income Community: No

MPO: MTC

Total Award: \$19,072,792

The Connected Berkeley project resulted from close coordination between the developer, City of Berkeley, and BART to coordinate planning activities that adjoin each other for a seamless transition between domains. The project closes a key gap in the multi-use trail Ohlone Greenway to now directly link it to the North Berkeley BART station, creating a 4.5 mile-uninterrupted path between Berkeley and Richmond. The 63 affordable units with ground floor retail benefit from expanded pedestrian infrastructure and two more miles of bikeways linking the development to the Greenway and other corridors. This project compliments an Active Transportation Program on complete streets project on an adjacent street. Each of these aspects is drawn from The City of Berkeley Bicycle and Pedestrian Master Plans.

This project offers further transportation improvements such as procuring three new vehicles for BART's Train Control Modernization Project serving the Transbay Tube. BART is also leveraging existing pre-apprenticeship and training programs to prepare disadvantaged jobseekers for careers with BART. Additional funding will upgrade four AC transit bus stops and pay for bicycle education workshops.

Corazón del Valle

Project Location: Los Angeles

Applicant Name: Clifford Beers Housing, Inc.; City of Los Angeles

Project Type: ICP

Disadvantaged Community: 90-95%

Low Income Community: Yes

MPO: SCAG

Total Award: \$23,229,151

The Corazón del Valle Project would transform a vacant Los Angeles County owned site into a mixed-use development with 90 units of housing, 88 of which would be affordable, including supportive services for formerly homeless individuals and families. The project also proposes 1,000 ft² of community-serving retail space, 600 ft² of office space, a community room, and a roof deck and courtyard common space. Other features include eight new battery-electric buses to serve the local DASH route, and install a bus shelter, a bus bench, 20 street trees, and streetlighting along walkways.

Additionally, the project proposes robust active transportation improvements. It would improve pedestrian safety by repairing 795 feet of sidewalks and creating more than 2,000 feet of ADA accessible walkways to create a safer pedestrian environment for new residents and for the students who attend the elementary and high school adjacent to the new housing. It would also construct a neighborhood traffic circle, upgrade 3 crosswalks and 3 curb extensions, and construct 22 curb ramps. The project also features more than 3.4 miles of new Class III bikeways, including more than 0.5 miles of Context Sensitive Bikeways, with additional bikeways connecting to the existing bikeway network.

Entrada

Project Location: Riverside

Applicant Name: Wakeland Housing and Development Corporation; City of Riverside

Project Type: ICP

Disadvantaged Community: 95-100%

Low Income Community: Yes

MPO: SCAG

Total Award: \$22,121,206

Project Description:

The Entrada project will receive a joint award with the Transformative Climate Communities Program (TCC). The AHSC award would fund construction of 64 affordable units, local infrastructure improvements for sewer relocation and storm drainage, and transportation upgrades and programming. In addition, AHSC would fund six years of free CommuterLink passes for residents of the housing development and the greater community, nearly one mile of protected bike lanes, over five miles of improved sidewalks, and an expansion of the Riverside Transit Agency transit hub to include two additional bus bays. The pedestrian environment would be further enhanced through 18 high-visibility crosswalks, nine pedestrian beacons, three parklets, a shaded walkway, and a night-time art installation.

The TCC award would fund an extensive community engagement plan, low-water-use native landscaping, solar installations, tree planting, displacement avoidance, and

workforce development. Combined, these two awards will provide a boost for equitable and sustainable development in Riverside.

This project is the result of community-driven processes beginning with the Chicago Linden Strategic Plan and continuing through the AHSC application process. Multiple community trusted CBOs partnered with the City of Riverside, the developer, and Riverside Transit Agency to conduct meaningful, accessible engagement. Community feedback shaped funding requests for pedestrian crossing points, traffic calming measures, and protected bike lanes.

Fruitvale Transit Village IIB

Project Location: Oakland

Applicant Name: BRIDGE Housing Corporation; Spanish Speaking Unity Council of Alameda County, Inc; City of Oakland

Project Type: TOD

Disadvantaged Community: 85-90%

Low Income Community: Yes

MPO: MTC

Total Award: \$29,966,039

This project adds 181 units of affordable housing at the Fruitvale BART Station in Oakland after nearly 15 years of engagement including over 90 documented meetings with the community. It implements the key features of the Fruitvale Alive! Community Transportation Plan, including Class IV bicycle lanes, enhanced sidewalks and crossings, landscaping, and lighting between E. 12th Street and Alameda Avenue. It will add four new heavy rail carriages to BART, allowing for longer trains and better peak period service as part of BART's Train Control Modernization Project.

The Fruitvale Avenue Gap Closure project will install raised cycle tracks (Class 4) between Alameda Avenue and E.12th Street along Fruitvale Avenue. It will also widen sidewalks, improve pedestrian crossings, add pedestrian scale lighting, landscaped buffers and remove conflicting vehicular through and slip turn lanes to increase safety. The project includes new wayfinding signage, four bus shelters, and a bicycle education program.

Galindo Terrace and Sustainable Transportation Improvements

Project Location: Concord

Applicant Name: Resources for Community Development

Project Type: TOD

Disadvantaged Community: No

Low Income Community: Yes

MPO: MTC

Total Award: \$20,942,930

The Galindo Terrace Affordable Housing Development (AHD) will provide 62 units of low-income housing near the Concord BART Station and Downtown Concord. The Sustainable Transportation Improvements (STI) component will provide new Class II bike lanes, pedestrian improvements, and traffic calming measures as well as three new BART cars incorporating the latest accessible, high-capacity design. The Transit Related Amenities (TRA) will provide wayfinding and other related improvements within the Concord BART station. Finally, BART will run a job training and readiness program (PGM) for residents to prepare the underserved population for employment with BART. Together, these project elements will increase the availability of affordable housing, reduce greenhouse gas emissions, and advance the community-driven goals and priorities for the underserved population in Concord.

Galindo Terrace housing development integrates a network of active transportation, urban greening, and transit-related improvements. The project is located less than half a mile from the Concord BART station, and within easy walking distance of downtown Concord and a host of commercial destinations. The Downtown Corridors Bicycle and Pedestrian Improvement Project will design and construct bicycle and pedestrian safety improvements to three corridors connecting Downtown Concord to regional transit, senior housing, and low-income communities. Three new BART cars will increase the number of trains operating through the Transbay Tube during peak hours, helping to maximize capacity throughout the system. The workforce training program will prepare residents for job opportunities with BART. The project will provide free transit passes through County Connection to Residents of all units of the AHD for three years.

HOPE SF Potrero Block B

Project Location: San Francisco

Applicant Name: BRIDGE Housing Corporation; City and County of San Francisco

Project Type: ICP

Disadvantaged Community: No

Low Income Community: No

MPO: MTC

Total Award: \$29,829,178

Potrero Block B is one part of the HOPE SF Project to transform four of San Francisco's most distressed and isolated public housing communities into 4,600 new homes, adding an additional 1,000 units in a mixed income community. AHSC will directly fund 157 units, nearly all of them affordable. The housing development will also include a pocket park, childcare facility, and a community room. Additional funding will extend a street

park near the development and fund a Walking School Bus program in an area experiencing high truancy rates.

The project proposes significant transportation infrastructure upgrades in the project area resulting from collaboration between SFMTA, SF Planning, and neighborhood groups. High-priority bike corridors were identified for protected bike lanes in both directions. Transit operations will improve on five SFMTA routes thanks to new transit boarding islands, transit only lanes, traffic prioritization signals, and improved curb management.

Legacy Square

Project Location: Santa Ana

Applicant Name: National Community Renaissance of California

Project Type: ICP

Disadvantaged Community: 75-80%

Low Income Community: Yes

MPO: SCAG

Total Award: \$25,431,865

The Legacy Square Project includes with 92-units restricted for households earning less than 60% AMI, including 33 permanent supportive housing units in a mixed-use development to be developed along the future OC Streetcar line. The project will include onsite workforce development programming, a bicycle repair kiosk, tot lot, community space, and EV carsharing. A local non-profit will operate the bicycle kiosk, offering a repair station, bike donation center, group ride organizer, and educational classes.

With AHSC funding, Metrolink is proposing to implement additional intermediate signals and re-space existing signals along 26.5 miles of its Orange County lines to increase train density, line capacity, and train speeds.

Streetscape include bike lanes, safety and mobility improvements, a pocket park, green streets, and traffic calming measures, safely linking the housing development to a local elementary school through a safe pedestrian environment. These projects align with the Downtown Complete Streets Plan and Safe Mobility Plan, including a bike lane that will head directly to the Santa Ana Regional Transportation Center.

Madrone Terrace

Project Location: San Leandro

Applicant Name: Resources for Community Development

Project Type: ICP

Disadvantaged Community: 75-80%

Low Income Community: Yes

MPO: MTC

Total Award: \$18,947,330

The Madrone Terrace Project would provide 79 units of affordable housing and a host of transportation improvements in the unincorporated Ashland Community in the County of Alameda. The development would cater to households with incomes ranging from 20 to 60 percent AMI, with 20 units reserved for people experiencing homelessness, and would also include a community center and daycare.

Two new BART cars will increase capacity at peak hours and throughout the system, including at the local Bayfair BART system. The active transportation elements include major safety and accessibility improvements to the East 14th Street corridor, including over 7,000 feet of new and improved sidewalks, safety enhancements to crosswalks, over 1.5 miles of new bike lanes, 95 new street trees, and other amenities such as benches and street lighting.

The Madrone Terrace project results largely from efforts of the Ashland Cherryland Healthy Communities Collaborative, a coalition of nonprofit, government, and community partners working to build community voice, foster safer, livable streets, and transform the local economy.

Mandela Station Transit Oriented Development

Project Location: Oakland

Applicant Name: Mandela Station, LLC; MacFarlane Development Corporation, LLC; City of Oakland; Strategic Urban Development Alliance LLC

Project Type: TOD

Disadvantaged Community: 85-90%

Low Income Community: Yes

MPO: MTC

Total Award: \$29,659,310

The Mandela Station TOD project locates 237 affordable units at the site of a current BART parking lot to create a pedestrian centered intermodal transit destination that will become “the cultural and economic heart of the larger West Oakland Community.” The project is part of a larger West Oakland Specific Plan encompassing the West Oakland BART station. In 2014, the developer partnered with BART to develop the site and have since worked with AC Transit and the City of Oakland to develop a new “transit village” vision for the area that mixes housing, office, and retail with public spaces, on-going arts events and opportunities for local artists, a grocery cooperative and neighborhood serving retail.

This project will improve bike and pedestrian safety by implementing a road diet, installing Class II and Class III bikeways with high visibility crosswalks, and addressing poor road conditions due to abandoned rail tracks in the streets. Sidewalks will be reconstructed after the removal of rail tracks and ADA compliant curb ramps will be installed at intersections. Additionally, AHSC will fund a secure 400-bike parking facility at Mandela Station and new wayfinding signage in the neighborhood surrounding the station. BART will fund its Train Control Modernization Project with funding for three cars.

The Project will partner with Bike East Bay (BEB), a local non-profit organization serving the East Bay for over 40 years as a leader in bicycle advocacy, education, and community engagement, to fund three years of bicycle safety classes.

Maudelle Miller Shirek Community

Project Location: Berkeley

Applicant Name: Resources for Community Development

Project Type: TOD

Disadvantaged Community: No

Low Income Community: No

MPO: MTC

Total Award: \$22,781,553

The Maudelle Miller Shirek Community project creates 87 new affordable housing units for residents with income ranging between 20%-60% of the area median income, including apartments serving large families and permanent supportive housing for formerly homeless households. The new six-story building includes nonprofit office space on the ground floor, as well as a community room.

Transportation components include the purchase of three new heavy rail transit cars for BART, a two-way cycle track at the Ashby BART station, and a Class III Bike Boulevard between the Ashby BART station and Fulton/Dwight intersection including traffic calming and intersection crossing improvements. Others include bus stop improvements and wayfinding improvements at Ashby BART station. Program funding will be provided for transit passes for three years and bike education workshops for the affordable housing residents.

Other transit project components include widening the sidewalk, installing a transit shelter including seating and a transit map, and providing night lighting for the waiting area. Relocation of stops to the far side of intersections will be evaluated for feasibility. The project also includes pedestrian and bicycle crossing improvements on each side of the Ashby BART station and its intersections. In addition, the project will improve existing wayfinding, directional, and transit information by replacing existing signs with

new signs to provide consistent and understandable information by reducing written messages and using more pictograms, graphic symbols and operator logos.

Mojave View

Project Location: Ridgecrest

Applicant Name: Pacific West Communities, Inc.; City of Ridgecrest

Project Type: RIPA

Disadvantaged Community: No

Low Income Community: No

MPO: KCOG

Total Award: \$18,205,593

The Mojave View project would provide 75 units of zero net-energy affordable housing to the City of Ridgecrest, a growing area of Kern County that is in the process of rebuilding after a series of large earthquakes caused considerable damage to the area's infrastructure in July 2019.

The project would implement key components of the Kern County Active Transportation Plan and the Kern County Bicycle Master Plan, including a low stress .85 mile long bike and pedestrian enhanced network that connects residents to the jobs and amenities along a main thoroughfare, as well as a Class IV bikeway linking the public school complex with the core of the City.

A strong transit scope would be implemented by Caltrans and Kern County Transit, which would operate a newly procured fleet of 35 vanpool vans and two new buses, respectively. The vanpool program would provide services between Ridgecrest and Eastern Kern County. The new buses purchased for Kern County Transit would allow service to be increased from 3 to 5 days per week on a major County Transit line that connects the City to job centers to the South and West. The proposed housing and transportation improvements would support existing residents as well as the workforce of a growing renewable energy industry and the China Lake Naval Weapons Station that anchor the City's economy.

Parkview

Project Location: Los Angeles

Applicant Name: Thomas Safran & Associates Development, Inc.; City of Los Angeles

Project Type: ICP

Disadvantaged Community: 95-100%

Low Income Community: Yes

MPO: SCAG

Total Award: \$24,057,513

This project would provide 127 new units of zero net energy affordable housing in South Los Angeles, replacing a vacant site that was destroyed by fire in 2015. The community, which has faced environmental justice issues, is poised to be a livable community with excellent access to amenities, jobs, and transit. The housing site is between Jefferson High School and the Ross Snyder Recreation Center, only two miles south of the jobs and amenities of Downtown Los Angeles. This project would improve safety for children and families through new pedestrian safety improvements and connect project area residents to the city's growing network of bike lanes. The project proposes upgrading 12 crosswalks, two curb extensions, constructing 20 curb ramps, and 859 feet of sidewalk repairs. The project would also create more than 4.8 miles of Class III bikeways, including more than 0.5 miles of Context Sensitive Bikeways, along with a neighborhood traffic circle. The project also includes the purchase of 4 electric buses to improve the DASH route in the project area. A workforce development partnership with CRCD would ensure that open construction jobs will be filled by trained residents.

The applicant team worked closely with a local grassroots organization to engage the neighborhood in the design of the project. Residents shared concerns about the lack of affordable housing in the area, the lack of safe routes for active transportation, and air quality concerns. Responding to this input, the project would deliver new bikeways with traffic calming, crosswalks, flashing pedestrian beacons, curb extensions, and new/upgraded curb ramps. The developer also partnered with All People's Family Source Center for navigation services to help residents sign up for the units. The project would provide 141 trees on site.

Rose Hill Courts Phase I

Project Location: Los Angeles

Applicant Name: The Related Companies of California; City of Los Angeles

Project Type: ICP

Disadvantaged Community: No

Low Income Community: Yes

MPO: SCAG

Total Award: \$20,186,958

The Rose Hill Courts (Phase I) project is the first phase of a unique two-phase sequence designed to minimize relocation of existing residents at an existing public housing complex. The project will create 89 new affordable housing units, addressing the key neighborhood issue of displacement and gentrification. The project will also include one mile of context-sensitive bikeway that connects to the existing bicycle network, over 1,000 feet of new sidewalk, and purchase eight new electric DASH buses to strengthen connections to transit for the entire neighborhood. A workforce

development partnership with GRID Alternatives will bring solar installation job training and job placement to disadvantaged residents.

By developing new housing near an existing transit plaza, this project implements the Community Plan's policy to locate higher density residential development near major bus routes to encourage pedestrian activity and use of public transportation. By adding new crosswalks, pedestrian beacons, curb extensions, curb ramps, and a Class III bikeway along Huntington Drive North and Mercury Avenue, connecting the AHD with the Rose Hill Recreation Center and a transit plaza, this project directly implements the Community Plan. Finally, eight battery electric DASH buses will improve air quality in the region while improving transit reliability.

Roseland Village AHD Active Transportation and SMART Extension

Project Location: Santa Rosa

Applicant Name: MidPen Housing Corporation; City of Santa Rosa; Sonoma-Marín Area Rail Transit (SMART)

Project Type: ICP

Disadvantaged Community: No

Low Income Community: Yes

MPO: MTC

Total Award: \$25,780,623

As Sonoma County recovers from the 2019 Kincadee fire, the City of Santa continues on a path toward a denser urban core, rebuilding its housing stock while building outside of the wildland urban interface and using flame retardant building materials. This project would add 75 units of affordable housing that directly connects to a 10-mile long multi-use trail, also connecting that trail to downtown Santa Rosa and the Sonoma Marin Area Rail Transit (SMART) Station. The project extends the SMART rail network 3.1 miles to the town of Windsor, expanding the reach of this regional commuter rail line which in turn connects to the Bay Area ferry service, linking these regions by low-carbon transportation. The future Windsor SMART rail station, partially funded by AHSC, is designated in the Metropolitan Transportation Commission's (MTC) Sustainable Community Strategy (SCS) as a priority development area.

This project received technical assistance from SGC in 2018, including hosting planning charrettes with the developer, transit agency, and multiple local departments. These charrettes led to ongoing meetings between a growing list of local government departments, all with the intent alignment between plans so that jobs, transit, and housing objectives could all be prioritized. Through the purchase of an electric bus, the project will reduce headways on one route from 60 minutes to 30 minutes, furthering Santa Rosa's goal of having high-frequency transit reach all five of its designated priority development areas. The developer is partnering with a nonprofit for local hiring.

Santa Monica & Vermont TOD

Project Location: Los Angeles

Applicant Name: LTSC Community Development Corporation; City of Los Angeles

Project Type: TOD

Disadvantaged Community: 85-90%

Low Income Community: Yes

MPO: SCAG

Total Award: \$29,889,806

This project would provide 187 new housing units, half set aside for permanent supportive housing, at the Santa Monica & Vermont Metro rail station in East Hollywood. The ground floor includes nearly 2,000 ft² of on-site social service provider space, as well as more than 20,000 ft² of commercial and community uses. Submitted by Little Tokyo Service Center (LTSC) Community Development Corporation in partnership with the City of Los Angeles, this TOD project features the purchase of 4 new electric DASH buses to strengthen connections to transit for the entire neighborhood, 12 bus shelters, 19 new streetlights, and 11 crosswalks to serve the residents of the community. The project also closes 2.3 miles of major east-west and north-south bike network gaps and provides 2,480 feet of new or replaced sidewalk, that have historically limited active transportation options in East Hollywood.

LTSC has been working with the City since 2016 to develop this project and engaged with nearly 500 stakeholders to determine which project elements would best respond to community needs. Residents were eager to see this vacant lot redeveloped and were very actively involved in the process. For example, community members were concerned about the lack of local retail and health care options, so the mixed-use development will include a federally qualified health clinic, a pharmacy/convenience store, and a neighborhood legacy business food court. Due to concerns about safety and gang-related activity in the current transit plaza area, a community space was added to the ground floor of the project to put pedestrian eyes and feet back onto the street. Pedestrian scale lighting would be added as well.

Sherwood Avenue Family Apartments

Project Location: McFarland

Applicant Name: Pacific Housing, Inc.; Milestone Housing Group, LLC; City of McFarland

Project Type: RIPA

Disadvantaged Community: 75-80%

Low Income Community: Yes

MPO: KCOG

Total Award: \$16,246,303

The project would construct an 81-unit zero net energy family apartment community along with substantial improvements to pedestrian and bicycling networks, public transportation, and programming. The apartment community is designed for net zero energy usage and will obtain LEED Gold designation. A 5,000 square-foot community garden would be available for residents. Other amenities include bicycle storage, community spaces and a computer room.

This project builds on the community feedback the awardee received through its TCC Planning Grant. The City of McFarland conducted extensive community engagement to hear from residents about their desires for development in the area, leading to meetings specifically seeking feedback on AHSC application components. Public lighting, sidewalk repairs, 90 new trees in front of McFarland Junior High School, and expansion of an existing OECD workforce development program operated by Fresno State University and the City of McFarland by offering courses at the Sherwood Family Apartment Community are all receiving funding through AHSC. The project also includes a 30-van expansion to CalVans' regional transit service and a coordinated outreach program to increase ridership.

Sherwood Avenue Family Apartments is proposed for a partial award due to it being the final project selected for award under the discretionary funding methodology and only limited funds still being available.

Thatcher Yard Housing

Project Location: Los Angeles

Applicant Name: Thomas Safran & Associates Development Inc.; City of Los Angeles

Project Type: ICP

Disadvantaged Community: No

Low Income Community: No

MPO: SCAG

Total Award: \$13,255,512

The Thatcher Yard Housing project provides 98 units of affordable housing for formerly homeless families and seniors within a neighborhood that is rich with amenities and transit options. It provides key bikeway and sidewalk gap closures to the Marina Del Rey (Silicon Beach) multi-jurisdictional neighborhood, creating a low stress bicycle and pedestrian enhanced network connection between the Washington Blvd transit corridor and the 21-mile Marvin Braude Class I Bike Trail. The project also includes the purchase of five new electric Commuter Express buses that connect to the job centers of Playa Vista and Los Angeles. A workforce partnership with PV Jobs will create new employment opportunities for low income residents.

The housing development provides affordable and permanent supportive housing for families and seniors located in Marina Del Rey. Thatcher Yard Housing will feature 30 units of family housing (of which 15 units are for formerly homeless) and 67 units for seniors (of which 34 are for formerly homeless), plus one three-bedroom manager's unit. A total of 82 parking spaces will be provided beneath the senior housing portion of the project. Both family and senior buildings will flank a central community room with fitness center, kitchen, library, central laundry and management offices.

The project's sustainable transportation components will improve pedestrian safety by upgrading a crosswalk, a neighborhood traffic circle, and a HAWK signal across high-traffic Washington Boulevard. There will be 100 feet of sidewalk repairs and 11 curb ramps helping to create more than 2,000 of ADA accessible walkways along Thatcher Avenue. The project includes 1.9 miles of Class III bikeways, including more than 0.5 miles of bikeways on Thatcher Avenue, connecting the project site to the existing bikeway network. Additionally, this project will fund procurement of five battery-electric buses serving the local LADOT Commuter Express route. Lastly, there will be discounted transit pass for AHD Residents, and workforce development assistance included in the project's program component.

Washington Arts Collective

Project Location: Los Angeles

Applicant Name: Meta Housing Corporation; City of Los Angeles

Project Type: ICP

Disadvantaged Community: 80-85%

Low Income Community: Yes

MPO: SCAG

Total Award: \$7,532,258

This project will bring 56 units of artist oriented affordable housing to two vacant lots next to the Nate Holden Performing Arts Center. The project also includes Safe Routes to School upgrades and a key north-south bicycle and pedestrian treatment that connects the entire neighborhood to the existing backbone bike network on Venice Blvd. To strengthen the neighborhood for all residents, the project includes three new electric DASH buses and a partnership with the Center for Cultural Innovation to fund their signature program designed to enhance the business skills of artists and creative entrepreneurs.

The West Adams-Baldwin Hills-Leimert Community Plan sets a vision for Washington Boulevard as "a revitalized, mixed-use corridor ...regenerated through the introduction of new contextually sensitive infill development at key major intersection activity nodes ...thereby replacing vacant, and excessively automobile oriented uses" and identifies the project's segment of Washington Boulevard as a pedestrian priority street. AHSC

funding helps achieve this vision by upgrading seven crosswalks, installing traffic calming measures, and undertaking sidewalk repairs. This project will also install three bus shelters and procure three electric buses to serve the local DASH route.

Worthington la Luna Rural Housing and Transportation Partnership

Project Location: Imperial

Applicant(s) Name: CRP MHP Sponsor LLC; City of Imperial; Metropolitan Area Advisory Committee on Anti-Poverty of San Diego County, Inc.

Project Type: RIPA

Disadvantaged Community: No

Low Income Community: No

MPO: SCAG

Total Award: \$15,000,000

Worthington La Luna challenges regional development patterns as the project proposes 114 high density units of net-zero energy affordable housing, implementing key components of the City of Imperial's General Plan. Worthington La Luna connects the neighborhood with over 0.77 miles of new sidewalks and 2.74 miles of new Class II bikeway. The project will invest in SCAG's Go Human campaign to increase bicycle and pedestrian safety. In partnership with CalVans, the project will provide 50 hybrid vans available to the community, in all reducing VMT.

Within the project's 114-unit, three-story affordable housing development, will be 66 units dedicated to USDA Farmworker housing. Worthington La Luna will add over 4,000 linear feet of safe and accessible pedestrian sidewalks including three separate linkages of separate pedestrian networks. There will be over 14,000 linear feet of new context sensitive bikeway, network gap closures, lane signage and roadway constrictions. The project will purchase 50 hybrid vans to transport neighborhood residents to agricultural and commercial jobs, removing up to 1,200 single passenger trips daily. Additionally, improvements include the installation of new pedestrian crossings, traffic control devices for the safety of pedestrians and bicyclists, traffic calming projects including curb extensions, roundabouts, median islands, and lane narrowing projects.

Worthington la Luna Family Apartments is a newly envisioned project within the community of Imperial and the City's decision to select an affordable housing project for the site fulfils critical housing needs for farmworkers and the local low-income community.

Reference the additional uploads to access Appendix C.

Appendix D: AHSC Application Review Process

The Round 5 AHSC application review process began following the February 11, 2020 application due date and concluded with the public posting of staff award recommendations on June 15, 2020. The review phase consisted of five phases:

1. **Threshold Review (February – April):** Ensure compliance with program threshold requirements, including eligible costs, minimum density requirements, minimum levels of affordability, application materials, and leveraged funding among others. Applicants are allowed 10 days to dispute staff findings.
2. **Scoring Review (April – May):** Each proposal that passes threshold review then advances to scoring:
 - a. **GHG Quantification Methodology (QM) Review:** CARB staff review and verify inputs for the AHSC Benefits Calculator Tool, which produces estimates on each application's GHG, VMT, and criteria air pollutant reductions. Proposals are then scored on a curve according to 1) total emissions reductions, and 2) emissions reductions per Climate Change Investment dollar requested. Each of these two GHG scoring categories were worth 15 for a total of 30 possible points. Applicants are allowed seven (7) days to dispute staff findings.
 - b. **Quantitative Policy Scoring:** HCD and SGC staff reviewed and verified applicants' scores for the Program's Quantitative Policy Scoring criteria section. Scoring categories focus on the Program's policy objectives. Scoring categories include Active Transportation Improvements, Anti-Displacement Strategies, Prohousing Local Policies, Proximity to Key Destinations, and Housing Affordability. Fifty-five (55) points were possible in this category. Applicants are allowed seven (7) days to dispute staff findings.
 - c. **Interagency Narrative Review:** Four small teams of subject-matter experts conducted the Interagency Narrative Review, evaluating applications within the categories of local government collaboration and planning, community benefits and engagement, climate resiliency, and air pollution exposure mitigation. Narrative review teams were comprised of staff from the Governor's Office of Planning and Research, CARB, HCD, California Department of Public Health, and California Department of Transportation. These qualitative assessments were based on the publicly posted AHSC Narrative Scoring Rubric. Fifteen (15) points were possible in this category and applicants are not allowed to appeal these scores.
3. **HCD Financial Feasibility Review (Continuous):** HCD Staff conducted a review of each proposal's cash flows and funding commitments, assessing each housing development's ability to remain solvent through occupancy. financial feasibility of each project to ensure the housing components of the application are sustainable over the life of the investment.

AHSC received 55 proposals by the February 11, 2020 deadline, requesting a total of \$1,088,433,516. AHSC Program Staff reviewed the eligibility of the submitted proposals in accordance with FY 2018-19 AHSC Program Guidelines. Of the 55 proposals

received, 48 passed this threshold review. The 48 proposed projects are located in 13 different MPO/COG/RTPA regions (as defined by Metropolitan Planning Organization, Councils of Government, or Regional Transportation Planning Authorities) and 29 cities. The AHSC Steering Committee approved AHSC Program Staff's eligibility decisions, which Staff then sent to applicants who had 10 days to appeal.