

Metropolitan Transportation Commission Programming and Allocations Committee

March 7, 2018

Agenda Item 3a

Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities

Subject: Regional Priorities for Round 3 of the Affordable Housing and Sustainable Communities Program

Background: The Affordable Housing and Sustainable Communities Program is a statewide competitive program to provide grants and loans for affordable housing, infill and compact transit-oriented development, and infrastructure connecting these projects to transit. The state Strategic Growth Council (SGC) is responsible for the overall administration of the program, including project evaluation and the approval of funding awards. Round three of the program was announced with a funding availability of approximately \$255 million. SGC will announce awards in June. Table 1 summarizes the region's applications.

Table 1: Affordable Housing and Sustainable Communities Applications

| | Bay Area | Program |
|--|---------------|--------------------|
| Number of applications | 11 | |
| Total \$ requested | \$131 million | |
| Total affordable units proposed | 861 | |
| % funds in Disadvantaged Communities | 64% | 50% min. required |
| % funds for Affordable Housing | 66% | 50% min. required |
| % funds in Transit Oriented Development (TOD) | 78% | 35% min. set-aside |
| % funds in Integrated Connectivity Project (ICP) | 22% | 35% min. set-aside |

Project Prioritization

Staff recommends that MTC endorse all 11 projects at a total of \$131 million (see Attachment A). Generally, the applications from the Bay Area include affordable housing and supportive sustainable transportation infrastructure, and adhere strongly to the regional criteria (Attachment B). The regional criteria recommend prioritizing roughly 60% of the available funding (which would be approximately \$153 million of the \$255 million available), with an award target of at least 40% (\$102 million), based on the region's performance in the previous funding rounds. Because there are set-asides for both Transit-Oriented Development (TOD) and Integrated Connectivity Project (ICP) project types, staff has separated the endorsement list for each. Both project categories will receive between 35-55% of the overall pot (\$90 to \$140 million). Project types were considered as follows:

- *Transit-Oriented Development (TOD) Projects:* All seven TOD applications from our region include affordable housing and are located in Priority Development Areas. All build housing or sustainable transportation infrastructure in Communities of Concern, and five are also located in Disadvantaged Communities. Combined, the TOD projects would result in 705 new housing units, 692 of them affordable, and 1,142 new bedrooms. The average affordable unit would be restricted to 45% of Area Median Income. To account for the variety of housing needs in the region and reflect the regional criteria's emphasis on both number and size of affordable units, staff developed a "Housing Score" metric for each application, which averages the number of affordable units and the number of bedrooms. In keeping with the region's criteria to prioritize projects providing greater amounts of housing at lower costs, Housing Scores were then compared to AHSC funds requested. Attachment A ranks applications by "bang for the buck" – those that that provide higher Housing Scores at lower funding requests.
- *Integrated Connectivity Projects (ICP):* ICP projects are also ranked according to Housing Score "bang for the buck". Three of the four ICP applications from our region include affordable housing, and combined would build 172 new units, 169 of them affordable, and 287 new bedrooms. The average affordable unit would be restricted to 46% of Area Median

Income. Of the projects including housing, two are in both PDAs and Communities of Concern. The third is in neither, but would provide affordable housing along enhanced transit routes. Finally, a fourth ICP project does not provide housing and is therefore listed lower, but is still endorsed due to its provision of sustainable transportation infrastructure in a PDA, Disadvantaged Community, and Community of Concern.

Transportation Improvements

In total, the proposed projects would fund the purchase of six new buses and the installation of four bike share stations, help fund rapid bus corridor improvements, and construct miles of sidewalks and bicycle facilities. Projects would also fund related amenities such as street lighting, wayfinding, urban greening, and bike racks and lockers. Affordable housing developments would implement a variety of programs, including free transit and bike share passes and bicycle education classes.

Evaluation Issues and Highlights

See Attachment C for a discussion of evaluation issues and highlights relative to the regional criteria.

Issues:

Overall number of applications from the region: The total number of applications from the region is far lower this round than the two previous rounds, which each had at least 40 applications. Potential reasons for the decrease include a large portion of the Bay Area's pipeline of eligible projects having applied in previous years, and the increasing complexity of the program causing non-profit developers to choose not to apply. Potential MTC actions to increase the volume and impact of Bay Area AHSC applications include developing a gap funding source to help meet the program's match requirement, working with local jurisdictions to create AHSC contacts in public works/transportation departments, and investigating approaches to expand and expedite the Bay Area affordable housing pipeline. Staff will continue conversations with program participants on these factors, submit comments to SGC as appropriate, and update the Commission on any new strategic regional approaches.

Encouragement of applications from throughout the region: The list of applications from the Bay Area continues to be dominated by projects in Alameda, Contra Costa, and San Francisco counties. Staff believes it would benefit the region as a whole for more projects in the South Bay, Peninsula, and North Bay Counties to be involved and competitive in this program, and will continue to work with partners to encourage applications from around the region.

State scoring process: The state scoring panels are currently reviewing applications against various threshold requirements, and it is possible that not all applications will pass the thresholds and move on to further scoring where MPO input is considered.

Recommendation: Refer list of priority projects in Attachment A to the Commission for approval, and direct MTC staff to submit priority list to SGC.

Attachments:

Attachment A: AHSC Recommended Endorsements
Attachment B: Regional Criteria for Prioritizing Final Applications under the Affordable Housing and Sustainable Communities Program
Attachment C: Evaluation Issues and Highlights
Attachment D: AHSC Project Descriptions

MTC Programming and Allocations Committee

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Item 3a - Attachment A

Affordable Housing and Sustainable Communities Program -- Bay Area Applications

Recommended Round 3 Endorsements

| Project Title | City | County | Project Type | DAC/CoC | PDA Status | AHSC Funds Requested | Total Project Cost | Funding Leverage | GHG Reduction (MT CO2)* | Total Units | Total Affordable Units | Affordable Unit Avg. AMI | Total Bedrooms | Housing Score** | AHSC Funds Requested/Housing Score |
|--|---------------|---------------|--------------|---------|------------|-----------------------|-----------------------|------------------|-------------------------|-------------|------------------------|--------------------------|----------------|-----------------|------------------------------------|
| Transit Oriented Development (TOD) Applications | | | | | | | | | | | | | | | |
| 1950 Mission | San Francisco | San Francisco | TOD | N/Y | PDA | \$ 15,000,000 | \$ 185,301,637 | 1135% | 177,332 | 157 | 155 | 49% | 262 | 208.5 | \$ 71,942 |
| 2060 Folsom Affordable Housing | San Francisco | San Francisco | TOD | N/Y | PDA | \$ 14,000,000 | \$ 92,416,892 | 560% | 18,947 | 127 | 126 | 50% | 259 | 192.5 | \$ 72,727 |
| Quetzal Gardens Housing and Transportation Improvements | San Jose | Santa Clara | TOD | Y/Y | PDA | \$ 12,058,050 | \$ 55,711,468 | 362% | 12,555 | 71 | 70 | 40% | 141 | 105.5 | \$ 114,294 |
| Richmond Wellness Trail and Hacienda Apartments | Richmond | Contra Costa | TOD | Y/Y | PDA | \$ 20,000,000 | \$ 66,803,730 | 234% | 12,617 | 150 | 148 | 46% | 162 | 155 | \$ 129,032 |
| Coliseum Area-International Boulevard TOD Partnership | Oakland | Alameda | TOD | Y/Y | PDA | \$ 14,000,000 | \$ 52,663,399 | 276% | 205,467 | 59 | 58 | 42% | 127 | 92.5 | \$ 151,351 |
| Sustainable San Leandro | San Leandro | Alameda | TOD | Y/Y | PDA | \$ 11,246,919 | \$ 33,825,827 | 201% | 10,322 | 62 | 57 | 43% | 80 | 68.5 | \$ 164,189 |
| Clean Corridors Plan, Bike Infrastructure, and West Oakland TOD Apartments | Oakland | Alameda | TOD | Y/Y | PDA | \$ 16,377,014 | \$ 64,276,185 | 292% | 19,488 | 79 | 78 | 46% | 111 | 94.5 | \$ 173,302 |
| Subtotal | | | | | | \$ 102,681,983 | \$ 550,999,138 | | 456,728 | 705 | 692 | 45% | 1,142 | | |
| Integrated Connectivity Project (ICP) Applications | | | | | | | | | | | | | | | |
| Alameda Site A Family Apartments GHG Reduction Project | Alameda | Alameda | ICP | N/Y | PDA | \$ 7,934,360 | \$ 48,135,830 | 507% | 9,448 | 70 | 69 | 43% | 146 | 107.5 | \$ 73,808 |
| Manzanita Family Apartments | Napa | Napa | ICP | N/N | No | \$ 10,885,564 | \$ 31,129,420 | 186% | 9,575 | 51 | 50 | 47% | 90 | 70.0 | \$ 155,508 |
| 3268 San Pablo | Oakland | Alameda | ICP | Y/Y | PDA | \$ 8,917,500 | \$ 32,400,551 | 263% | 29,419 | 51 | 50 | 49% | 51 | 50.5 | \$ 176,584 |
| Rumrill Complete Streets | San Pablo | Contra Costa | ICP | Y/Y | PDA | \$ 1,000,000 | \$ 13,229,859 | 1223% | 386 | 0 | 0 | n/a | 0 | 0 | n/a |
| Subtotal | | | | | | \$ 28,737,424 | \$ 124,895,660 | | 48,828 | 172 | 169 | 46% | 287 | | |
| Total | | | | | | \$ 131,419,407 | \$ 675,894,798 | | 505,556 | 877 | 861 | 46% | 1,429 | | |

*GHG reduction amounts are subject to verification by Strategic Growth Council/California Air Resources Board.

**Housing score is calculated as the average of the number of affordable units and the total number of bedrooms. This is an MTC calculation and not part of the state AHSC scoring process.

Regional Criteria for Prioritizing Applications under the Affordable Housing and Sustainable Communities Program (Adopted November 15, 2017 by MTC Commission)

Overview

The Affordable Housing and Sustainable Communities (AHSC) final guidelines provide regional agencies an opportunity to advise on AHSC project selection. After an initial screening of applications for Plan Bay Area 2040 supportive elements, MTC staff will review applications and make project recommendations to the Commission for approval and transmittal to the Strategic Growth Council (SGC). The role for regional agencies in this process is advisory, meaning that SGC has the ultimate project selection authority.

Regional Bid Target

Based on program results thus far, MTC proposes a regional program target of 40%, and will prioritize applications for up to 60% of the available funding.

Project Prioritization Process

MTC staff proposes to conduct a **project prioritization process** to provide SGC with a set of regional priority projects, based on the following principles. Although these criteria are not “thresholds” that must be achieved, staff will look most favorably on applications achieving most to all of the following elements, which are listed here roughly in rank order of importance:

- 1. Significant Greenhouse Gas Reduction (GHG).** Prioritize projects that demonstrate significant GHG reduction. While the SGC will employ a statewide methodology in the final applications for quantifying GHG benefits, MTC staff also reserves the right to conduct additional GHG analysis as needed using a regional methodology.
- 2. Support Plan Bay Area 2040’s Focused Growth Investment Strategies.** Develop priorities for each of the three project area types: Transit Oriented Development (TOD), Integrated Connectivity Project (ICP), and Rural Innovation Project Area (RIPA). Prioritize projects including affordable housing developments. Where applicable, prioritize ready-to go projects within Priority Development Areas (PDAs) in high growth jurisdictions and corridors that provide access to jobs and services. Prioritize projects providing both a greater share and total number of affordable units, while also considering unit size, to address concerns about community stability and displacement. When applicable, also prioritize projects that provide funds for active Transit Oriented Affordable Housing (TOAH) projects, all of which have a strong nexus to transit and PDAs and have ownership of land for development. Projects that meet the criteria for TOAH and are at the same state of readiness will also be considered favorably.

3. **Level of Housing Affordability.** For proposals including an affordable housing development as a capital project, prioritize projects in a manner consistent with the Strategic Growth Council's AHSC scoring criteria, which places the highest priority on rental restricted units for households at lower percentages of Area Median Income.
4. **Communities of Concern/Disadvantaged Communities.** Prioritize projects located in or providing benefits to the region's Communities of Concern as well as CalEPA's defined Disadvantaged Communities. Prioritize projects that provide affordable housing in High Opportunity Areas.
5. **Support for the Region's Adopted Transit Priorities.** Prioritize projects that support the Commission's adopted transit priorities. These include the Regional Transit Expansion program of projects (Resolution 3434), Plan Bay Area 2040's regional transit funding priorities, projects under the Core Capacity Challenge Grant program, projects that support the implementation of the Transit Sustainability Project, and recommendations of the Coordinated Public Transit-Human Services Plan.
6. **Funding Leverage/Cost Effectiveness.** Prioritize projects leveraging other funding sources for local match, and projects providing greater amounts of housing at lower costs.
7. **OBAG Policy.** When applicable, OBAG's policy requirements should be applied to help determine a project's alignment with the SCS. These requirements include adherence with state and regional Complete Streets policies, General Plan Housing Element adoption and certification, and Surplus Land requirement. These policies should be applied based on the jurisdiction of where the project is located (rather than whether the local jurisdiction is listed as co-applicant).

Agenda Item 3a – Attachment C

Affordable Housing and Sustainable Communities Program Round 3 Evaluation Issues and Highlights

- *Significant Greenhouse Gas Reduction:* The emissions reduction results reported by applicants total over 500,000 metric tons of CO₂ equivalent. Results have not yet been verified by Air Resources Board and are subject to correction. GHG reductions are calculated through two methods, one based primarily on anticipated reductions as a result of housing units provided, and another based primarily on transportation improvements, with the latter being a larger source of variation between projects.
- *Supporting Plan Bay Area's Focused Growth Investment Strategies:* Additional priority was given to projects providing affordable housing, projects within Priority Development Areas (PDAs), and projects providing a higher total number of affordable units, including consideration of unit size.
- *Level of Housing Affordability:* In general, the recommended projects would increase the accessibility and affordability of housing. In total, the recommended projects would help construct 861 units of affordable housing, at an average of 46% Area Median Income. The units range from studios to three-bedroom units. All are rental units.
- *Communities of Concern/Disadvantaged Communities:* The program has a 50% set-aside for Disadvantaged Communities. Ten Bay Area projects are located in Communities of Concern, with seven of those also benefitting Disadvantaged Communities. Equal weight was given to projects benefitting Disadvantaged Communities, Communities of Concern, and/or providing affordable housing.
- *Support for the Region's Adopted Transit Priorities:* In general, the region's applications support the region's priorities (Regional Transit Expansion program of projects, Plan Bay Area's Next Generation Transit program, etc.)
- *Funding Leverage/Cost Effectiveness:* Funding leverage for this program is calculated by dividing the total non-AHSC project costs (as submitted by the applicant) by the AHSC request amount. It appears that most projects in our region are leveraging funds to at least 185%, with many reaching much higher. Cost effectiveness was considered as discussed in the TOD and ICP sections above.
- *OBAG Policy:* All projects are located in jurisdictions that adhere with state and regional Complete Streets policies, General Plan Housing Element adoption and certification, and Surplus Land requirement.

| Project Title | Applicant Organization(s) | City | County | Total AHSC Funds Requested |
|---|--|----------------------|----------------------|----------------------------|
| Manzanita Family Apartments | Satellite Affordable Housing Associates | Napa | Napa | \$ 10,885,564 |
| Affordable Housing: | Manzanita Family Apartments: Satellite Affordable Housing Associates (SAHA) proposes to develop 51 units of affordable family rental housing on a currently vacant site. All units, with the exception of one manager's unit, will be affordable to families with incomes of 60% of the area median area income or below. | | | \$ 7,435,564 |
| Housing-Related Infrastructure: | n/a | | | \$ - |
| Sustainable Transportation Infrastructure: | NVTA Bus Purchases: two electric bus purchases for NVTA Route 10 Express between Calistoga and Napa and Route 11 Express between Napa and Vallejo. Improved bikeways/walkways that improve mobility and access of cyclists and pedestrians: install Rectangular Rapid Flashing Beacons and Railroad Crossing, among other upgrades, at 8 Class I Path crossings, creating 1.6 miles of bike and pedestrian-accessible bikeways and walkways. | | | \$ 3,300,000 |
| Transportation-Related Amenities: | n/a | | | \$ - |
| Programs: | NVTA Transit Passes: transit passes priced at no more than half of retail cost to Manzanita Family Apartments residents. Napa County Bicycle Coalition training and programming. | | | \$ 150,000 |
| Clean Corridors Plan, Bike Infrastructure, and West Oakland TOD Apartments | Oakland and the World Enterprises | Oakland | Alameda | \$ 16,377,014 |
| Affordable Housing: | 7th & Campbell: Six-story mixed use affordable to low and very-low income families TOD project. | | | \$ 11,753,544 |
| Housing-Related Infrastructure: | n/a | | | \$ - |
| Sustainable Transportation Infrastructure: | Line 14 Clean Corridor: Zero-emissions bus for Line 14 to support service expansion and the Clean Corridors Plan. Bicycle upgrades: Creation of Class II bikeway on 18th Street between Mandela and Brush. West Oakland Walkways and Bike Share: Construction of missing sidewalks in several locations in West Oakland around and connecting to Raimondi Park. Installation of two new Bike Share stations (with bikes) incorporated into the "Ford Go Bike" Bay Area Bike Share system to provide greater system coverage. | | | \$ 3,541,100 |
| Transportation-Related Amenities: | Urban greening and street lighting: Installation of pedestrian lighting and street trees around perimeter of Raimondi Park, to provide increased security, comfort and utility for park users and neighborhood residents. Includes installation of 94 street trees and 24 pedestrian lights. | | | \$ 799,600 |
| Programs: | Transit Passes - AC Transit: Applicant will distribute one free unlimited AC Transit pass per unit for 36 months. Bike Passes - Ford Go Bike: Ford Go Bike will provide one free unlimited annual bike share pass per unit per year for three years. Bicycle education classes, Bike East Bay. | | | \$ 282,770 |
| Richmond Wellness Trail and Hacienda Apartments | Mercy Housing Corporation | Richmond | Contra Costa | \$ 20,000,000 |
| Affordable Housing: | Hacienda Apartments: The Hacienda Apartments is the adaptive reuse and transformation of a vacant public housing building into 150 units of affordable family housing in Richmond, three blocks away from the Richmond BART station. | | | \$ 15,672,900 |
| Housing-Related Infrastructure: | n/a | | | \$ - |
| Sustainable Transportation Infrastructure: | Richmond Wellness Trail Marina Way South Cycle Track: The Richmond Wellness Trail is a safe, inviting, multimodal route that inspires a healthy, active lifestyle -- increasing connections between historic Downtown Richmond, the Iron Triangle, and the natural and historic features of the waterfront and the Rosie the Riveter visitor center. Hacienda pedestrian improvements: Safe and Accessible sidewalk improvements around the AHD site. | | | \$ 3,000,000 |
| Transportation-Related Amenities: | Urban greening and street lighting: Addition of 14 new street lights, wayfinding, bike racks, drinking fountains, and 62 street trees. | | | \$ 1,000,000 |
| Programs: | Bicycle education classes, Bike East Bay. Transit Access Passes: unlimited AC transit passes monthly for each unit, for 3 years. Passes include local service, Transbay service, and Transbay EasyPass. | | | \$ 327,100 |
| 1950 Mission | BRIDGE Housing Corporation, Mission Housing Development Corporation, and City and County of San Francisco | San Francisco | San Francisco | \$ 15,000,000 |
| Affordable Housing: | 1950 Mission Street: located in the heart of San Francisco's Mission neighborhood at the intersection of 16th and Mission Streets, will be the site of an approximately 157-unit multifamily affordable housing development with ground floor commercial space, as well as a child care center and artist studios. Upon completion, the permanent housing at 1950 Mission Street will serve families making up to 60% of the unadjusted Area Median Income ("AMI"), with 25% of the units set aside for formerly homeless families. | | | \$ 10,000,000 |
| Housing-Related Infrastructure: | n/a | | | \$ - |
| Sustainable Transportation Infrastructure: | Valencia Protected Bikeway/Upper Market Improvements: On Valencia Street: Upgrade existing Class II bike facilities from Market St to 15th St to Class IV. On Market St: Upgrade existing Class II bike facilities from Castro St to Octavia Bl. Specific measures include: Improved green bike lanes and painted buffer zones to separate bikes from auto traffic; signal modifications and timing changes; improved wayfinding/guidance markings; and pedestrian improvements. South Van Ness Pedestrian Bulbouts: Conversion of nine painted intersection corner safety zones to permanent, concrete bulbouts on South Van Ness corridor, from 17th to 22nd Streets to improve pedestrian safety and reduce crosswalk distances at intersections. 22-Fillmore/16th Street Muni Forward Project: Design and construct transit priority and pedestrian safety improvements along 16th Street, including transit-only lanes, transit bulbs and islands, new traffic signals, and several pedestrian safety upgrades. The project will improve the speed and reliability of the three Muni bus routes that operate on 16th Street: 22, 33, and 55. | | | \$ 3,750,000 |
| Transportation-Related Amenities: | Potrero Gateway Park-The Loop (PGPL): The Loop is an urban design and new public open space project around HWY-101 at 17th Street in San Francisco. New 3.5-acre public open space. | | | \$ 750,000 |
| Programs: | Bicis del Pueblo program: PODER will provide bicycles available on short-term loan. Transit Passes: Monthly Muni transit passes (unlimited rides) will be provided to each unit. | | | \$ 500,000 |

| Project Title | Applicant Organization(s) | City | County | Total AHSC Funds Requested |
|--|---|----------------------|----------------------|----------------------------|
| 2060 Folsom Affordable Housing | 2060 Folsom Housing, L.P. | San Francisco | San Francisco | \$ 14,000,000 |
| Affordable Housing: | 2060 Folsom Street Affordable Housing: 2060 Folsom will provide 127 affordable apartments, 90 of which will be 2- and 3-bedrooms. With the exception of one manager's unit, all units will rent to households earning 60% or less of AMI. 29 units are for transition-age youth with incomes up to 30% AMI. The ground floor will feature nonprofit organizations, a community room, services staff, a cafe, and a green walkway connecting to the adjacent park. | | | \$ 9,300,000 |
| Housing-Related Infrastructure: | n/a | | | \$ - |
| Sustainable Transportation Infrastructure: | 13th St Protected Bike Lanes: Project implements protected bikeways on 13th Street from Folsom to Valencia, following recommendations of SF Planning Market Street Hub Plan. Project Provides an important connection from Valencia to existing protected bike lanes on Folsom St. Folsom Street Pedestrian Signal Improvements: Project implements signal improvements to address safety and operational concerns, increasing safety and visibility for pedestrians along Folsom between 19th and 23rd. Improvements include countdown signals, mast-arms, curb ramps. | | | \$ 3,500,000 |
| Transportation-Related Amenities: | Treat Street Plaza: The project will improve safety, comfort, and mobility for pedestrians, cyclists, transit riders, and motorists. The sidewalk will be extended farther into the intersection, and planters will offer decorative seating, and provide a protective barrier to traffic. | | | \$ 700,000 |
| Programs: | Bicis del Pueblo: bicycle riding and repair programming. Transit Passes: free transit passes to residents for 3 years. | | | \$ 500,000 |
| Coliseum Area-International Boulevard TOD Partnership | Resources for Community Development, City of Oakland, AC Transit | Oakland | Alameda | \$ 14,000,000 |
| Affordable Housing: | Coliseum Place: New construction of a six-story building to provide 59 units of affordable housing for families. The ground floor includes a community room, manager's and services office, and at-grade podium parking lot with 30 spaces. Upper floors will contain mix of one-, two-, and three-bedroom units and podium courtyard. | | | \$ 6,000,000 |
| Housing-Related Infrastructure: | Infrastructure items required by the city's Conditions of Approval for the Housing Development. Include street trees to be planted on the sidewalk adjacent to the project, along with a portion of impact fees. | | | \$ 330,000 |
| Sustainable Transportation Infrastructure: | East Bay Bus Rapid Transit (BRT): AC Transit is seeking AHSC funds to complete a 1.81-mile portion of the East Bay Bus Rapid Transit (BRT) project in Oakland. The AHSC Grant will fund grading, paving and striping of the BRT-only lane along International Boulevard from 52nd Avenue to 83rd Avenue as well as the development of five same-level median boarding stations at 54th Avenue, Seminary Avenue, 63rd Avenue, 77th Avenue, and 82nd Avenue. East Bay Greenway (EBG): The East Bay Greenway is a multi-use trail project for both bicyclist and pedestrian use that will ultimately link Lake Merritt BART to South Hayward BART. Project will develop 0.53 miles of the Greenway between 69th Avenue and Seminary Avenue, just west of Coliseum BART Station. The proposed segment between 69th Avenue and Seminary will be built similarly to the existing Greenway, with a 12-foot multi-use bike-ped path, partially under the BART tracks and extending into the street right of way by removing a parking lane. Signage and striping will separate bicycle flow in each direction and pedestrian flow. The entire path will be separated from high speed traffic on San Leandro Blvd by fencing. The project will include landscaping, lighting, and bike/ped crossing treatments at Seminary, 66th and 69th Avenues. | | | \$ 6,700,106 |
| Transportation-Related Amenities: | East Bay Bus Rapid Transit (BRT): The AHSC TRA Grant will fund station area signage, station furniture, and real-time arrival/departure information systems at three East Bay Bus Rapid Transit (BRT) stations on International Boulevard: 54th Avenue, Seminary Avenue, 63rd Avenue, 77th Avenue, and 82nd Avenue. East Bay Greenway (EBG): The AHSC TRA Grant will fund drought tolerant landscaping/street trees along the East Bay Greenway between 69th Avenue and Seminary Avenue. | | | \$ 786,000 |
| Programs: | Bicycle education classes, Bike East Bay. Reloadable Transit Passes- AC Transit: Each household at Coliseum Place will receive a free transit pass for 3 years. | | | \$ 183,894 |
| 3268 San Pablo | Satellite Affordable Housing Associates | Oakland | Alameda | \$ 8,917,500 |
| Affordable Housing: | 3268 San Pablo: 51-unit affordable housing development for low-income seniors ages 62+ earning between 30% and 60% AMI. 5-story building with 13 studios, 38 one-bedrooms, community room, open space/garden, offices, and laundry room. | | | \$ 5,500,000 |
| Housing-Related Infrastructure: | n/a | | | |
| Sustainable Transportation Infrastructure: | Bike lanes - MLK from Embarcadero to 20th st: Class 2 bike lanes and road diet on Martlin Luther King Jr Way between Embarcadero and 20th Street, 1.04 miles each direction. Sidewalk Improvements: Repair/replacement of 48 curb ramp and sidewalk repair improvements from San Pablo to MLK Jr Way along 33rd and Brockhurst, creating a path of travel from the project site to Hoover Elementary School. Bike Share Stations (2): Two new bike share stations for the Ford GoBike Bike Share network in Oakland, located at San Pablo/31st and at 31st/Martin Luther King Jr. Way. Line 57 Clean Corridor: Zero-emissions bus to support service expansion and Clean Corridors Plan. | | | \$ 2,272,200 |
| Transportation-Related Amenities: | Station Wayfinding and Real Time Displays: BART will install new wayfinding signage and real time transit information displays at the MacArthur BART Station. Bikeeep Installation: BART will install a high security smart bike rack system on the plaza just outside the faregates at the MacArthur BART Station. | | | \$ 1,000,000 |
| Programs: | AC Transit Passes (50): 50 AC Transit passes at no cost to AHD residents for the first 3 years of operation. Ford GoBike Bike Share Memberships (50): 50 Ford GoBike Bike Share for All memberships for AHD residents. | | | \$ 145,300 |

| Project Title | Applicant Organization(s) | City | County | Total AHSC Funds Requested |
|--|--|--------------------|---------------------|----------------------------|
| Quetzal Gardens Housing and Transportation Improvements | Resources for Community Development, City of San Jose | San Jose | Santa Clara | \$ 12,058,050 |
| Affordable Housing: | Quetzal Gardens: New Construction, Mixed-Use, 71-units, 4 wood frame levels over 2 concrete podium levels, 100% affordable housing with an average AMI of just under 40%. Approximately 7,000 SF of leasable ground floor community serving commercial space. | | | \$ 6,900,000 |
| Housing-Related Infrastructure: | Infrastructure required by City of San Jose as a condition of approval for building Quetzal Gardens includes the construction of 36 residential parking spaces, a public plaza with seating and landscaping, street trees, and utility connections. HRI funds are requested for connections to the utility mains, construction of the public plaza, and \$300,000 of required impact fees. | | | \$ 606,650 |
| Sustainable Transportation Infrastructure: | Three Bike Routes: The City of San Jose will install three bicycle related enhancements within the AHSC project area. Two of these bike routes, spanning freeway overpasses, will create an opening between east San Jose and the downtown core. One is north of the Quetzal Gardens housing site and one is south of the site, allowing for multiple options of getting across a major barrier (freeway). The third bike route provides a direct connection from a high school to the new Berryessa Bart station. 18 Crosswalk Intersections, 53 actual crosswalks - Pedestrian Improvements in 5 corridors: The City of San Jose will improve a total of 53 crosswalks at 18 intersections in 5 different areas within the project area. Electric Bus: VTA will purchase one new Proterra E2 electric bus to run on Route 77. | | | \$ 3,274,400 |
| Transportation-Related Amenities: | Urban Greening -Improvements at Two Parks: new trees, irrigation, and shrubs at Plata Arroyo park and Emma Prusch Farm Park. Bicycle Parking Racks: 25 bike racks will be strategically distributed within the project area adjacent to transit. Street Lighting improvements within the project area. Traffic Safety Banners/Signage along the Vision Zero Priority Safety Corridors of Alum Rock Avenue and King Road. Bus Shelters and Real-time arrival/departure information systems: 16 bus shelters along King Rd will receive improvements such as real-time signs, seating, canopy shade, and lighting. | | | \$ 957,000 |
| Programs: | "Vision Zero" - Traffic Safety Education and Awareness Programs operated by City of San Jose Department of Transportation. Transit Subsidy Passes: transit passes to all residents of Quetzal Gardens housing project for at least a 3 year period. | | | \$ 320,000 |
| Sustainable San Leandro | Eden Housing, City of San Leandro, AC Transit | San Leandro | Alameda | \$ 11,246,919 |
| Affordable Housing: | Parrott Street Apartments: New construction 62-unit housing development across from San Leandro BART. | | | \$ 7,616,297 |
| Housing-Related Infrastructure: | n/a | | | \$ - |
| Sustainable Transportation Infrastructure: | Williams St Class IV bicycle lanes: Improve bike lanes on Williams Street from San Leandro Blvd to Menlo St. Improvements will consist of 1 mile of class IV plus class II for short stretches. With the improvement of the lanes on both side of the street there will be a total of 2 miles of class IV bicycle infrastructure. Pedestrian Improvements on Williams St: Install ADA compliant sidewalk at driveway approaches on Williams St between San Leandro Blvd and Alvarado St. Install Pedestrian bulb outs with ADA ramps at Williams and Alvarado. Install new sidewalk where none exists on San Leandro Blvd from Castro Street to south of Marina Blvd. AC Transit Line L9 Service Expansion: L9 is an expansion of service as part of AC Transit's ACoGo service improvement program. Lines L9 and L4 run roughly where the old Line 85 used to run. | | | \$ 2,840,486 |
| Transportation-Related Amenities: | Pedestrian Lighting Williams Street: Install Pedestrian level lights over existing sidewalk on Williams St. between San Leandro Blvd and 350' west of Alvarado St. | | | \$ 599,346 |
| Programs: | Transit passes will be provided to residents for unlimited use of AC Transit. Bike Clinic: Recurring bike clinic at the AHD that provides education and help with bike safety and bike repair. | | | \$ 190,790 |
| Alameda Site A Family Apartments GHG Reduction Project | Eden Housing | Alameda | Alameda | \$ 7,934,360 |
| Affordable Housing: | Alameda Site A Family Apartments: This 70-unit affordable housing community for families consists of 14 one, 36 two and 20 three-bedroom units, including one unrestricted manager's unit. 15 units are set aside for formerly homeless or at risk of homelessness veterans, and 17 units for individuals with development disabilities. | | | \$ 5,500,000 |
| Housing-Related Infrastructure: | n/a | | | \$ - |
| Sustainable Transportation Infrastructure: | Cross Alameda Trail Extension: The City of Alameda's Cross Alameda Trail (CAT) is a cross-town bicycling and walking corridor that will connect the west side of the island to the east, from the priority development area of the former Naval Air Base, where Alameda Site A Family Apartments will be developed, to the Northern Waterfront where new residential developments are being built. This segment will complete a portion of the Island's Bay Trail network. This funding application (called the "CAT Extension") includes a 0.8 mile segment of Class I multiuse trail, a 0.1 mile segment of Class IV bikeway; two protected intersections; a new mid-block crossing; enhanced intersection crossings for people biking and walking; three new pedestrian crossings with accessible pedestrian signals; nine improved pedestrian crossings; new protected left turn phase at one intersection to increase bike/ped crossing safety; conversion of one auto turn lane into an in-street Class IV facility; and an expanded bus waiting area (on Atlantic) serving two bus lines. Zero-Emission high-capacity bus for the Line W TransBay Service Expansion: A new zero-emission high capacity bus will be purchased for this line expansion project. | | | \$ 1,800,000 |
| Transportation-Related Amenities: | Lighting: Install 41 light fixtures along the 0.8 mile segment of the Cross Alameda Trail Extension project, a Class I multi-use trail facility. Bicycle Parking & Repair Stations: Install 12 bicycle racks, accomodating 24 bicycles, and two bicycle repair stations along the 0.8 mile segment of the Cross Alameda Trail Extension project. | | | \$ 400,000 |
| Programs: | LimeBike BikeShare: 100 free rides a month for each resident (3 Year Commitment). Free AC Transit Passes for each household (3 Year Commitment). | | | \$ 234,360 |
| Rumrill Complete Streets | City of San Pablo | San Pablo | Contra Costa | \$ 1,000,000 |
| Affordable Housing: | n/a | | | \$ - |
| Housing-Related Infrastructure: | n/a | | | \$ - |
| Sustainable Transportation Infrastructure: | Rumrill Complete Streets: The Project is an overhaul of Rumrill Boulevard to encourage active modes of transportation, like cycling and walking. The Project will reduce travel lanes, add protected bike lanes, add green infrastructure landscaping along the sidewalk and street edge, and improve safety. | | | \$ 530,500 |
| Transportation-Related Amenities: | " | | | \$ 442,500 |
| Programs: | Bicycle education classes, Bike East Bay. | | | \$ 27,000 |