

Metropolitan Transportation Commission Programming and Allocations Committee

March 11, 2020

Agenda Item 2d

Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities

Subject: Recommended priorities for Round 5 of the Affordable Housing and Sustainable Communities program, which is a statewide competitive program funded by State Cap and Trade proceeds.

Background: The Affordable Housing and Sustainable Communities Program (AHSC) is a statewide competitive program to provide grants and loans for affordable housing and transportation infrastructure connecting the housing projects to transit, with an emphasis on infill and compact transit-oriented development. 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 five of the program was announced with a funding availability of approximately \$550 million. Applications were due in early February, and the SGC will announce awards in June.

Applications from the Region

There were 14 applications submitted from the Bay Area for Round 5 of the AHSC program. Table 1 summarizes the region's applications. Further details of the applications are provided in Attachments A and B.

Table 1: Affordable Housing and Sustainable Communities Applications

	Bay Area Applications	Statewide Program Requirements
Number of applications	14	
Total \$ requested	\$347 million	
Total affordable units proposed	1,614	
% funds in Disadvantaged Communities	31%	50% min. required
% funds for Affordable Housing	66%	50% min. required
% funds in Transit Oriented Development (TOD)	44%	35% min. set-aside
% funds in Integrated Connectivity Projects (ICP)	56%	45% min. set-aside
% funds in Rural Innovation Project Area (RIPA)	0	10% min. set-aside

All 14 AHSC applications from the region restrict nearly 100% of units to incomes of 60% of the area median income (AMI) or lower. Together, the applications would result in 1,692 new units, 1,614 of them affordable, and 2,812 bedrooms in affordable units. On average, units are restricted to 47% AMI. Applications come from five Bay Area counties, with concentrations in Alameda County and San Francisco.

In total, the transportation components of the proposed projects would fund 21 new BART cars; eleven electric buses for SamTrans, SF Muni, and Santa Rosa CityBus; construction on the SMART to Windsor extension; many

miles of sidewalks, bike lanes, and multi-use paths; and amenities at bus stops and rail stations. Affordable housing developments would implement a variety of programs, including free transit passes and bicycle education classes.

Regional Endorsement

Following awards made from project category set-asides totaling 90% of the program, the remaining 10% of the program is considered discretionary. The state's AHSC Steering Committee and SGC's Council will take factors including geographic balance and MPO prioritization into account when awarding from the discretionary amount. The regional criteria adopted by the Commission in November 2017 (Attachment C) recommend prioritizing applications for roughly 60% of the overall program funding (which would be \$330 million of the \$550 million available), with an award target of at least 40% (\$220 million), based on the region's performance in previous funding rounds. The region's funding requests totaling \$347 million align fairly well with the 60% target, and applications adhere strongly to the regional criteria.

Therefore, for the state's consideration of projects for the 10% discretionary funds, staff recommends that the Commission endorse all projects as worthy of funding to the AHSC Steering Committee and Strategic Growth Council. Attachment D presents evaluation issues and highlights relative to the regional criteria and an assessment of affordable housing cost-effectiveness.

Issues:

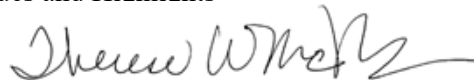
Applications in Disadvantaged Communities: The program has a 50% set-aside for projects located in and benefitting Disadvantaged Communities (DACs). This year, four applications totaling 31% of the region's funding request are located in DACs, a smaller share of applications than in previous years. Although many projects will serve DACs through the purchase of additional BART cars or buses, a project area must overlap with a DAC by 50% in order to be counted for the AHSC set aside.

Encouragement of applications from throughout the region: While applications in Alameda and San Francisco counties continue to have a strong presence, it is also encouraging to see several applications in San Mateo, two in Sonoma, and one in Contra Costa. Staff believes it would be beneficial to continue to increase the spread of applications from throughout the region, and will continue to work with partners to encourage this.

State scoring process: 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 regional endorsement to the Commission for approval, and direct MTC staff to submit list to SGC

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



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Recommended Round 5 Endorsements															
Project Title	City	County	Project Type	DAC/CoC	AHSC Funds Requested	Total Project Cost	Funding Leverage	GHG Reduction (MT CO2)*	Total Units	Total Restricted Affordable Units	Affordable Unit Avg. AMI	Total Affordable Bedrooms	Housing Score **	AHSC Funds Requested/ Housing Score	Transit Station Emphasis
Madrone Terrace	Ashland (unincorporated)	Alameda	ICP	No/Yes	\$18,947,330	\$99,365,335	424%	25,673	79	78	41%	142	110	\$172,248	Bay Fair BART
Blake Apartments	Berkeley	Alameda	ICP	No/Yes	\$19,072,792	\$63,665,397	234%	35,887	63	62	50%	95	79	\$242,966	North Berkeley BART
Maudelle Miller Shirek Community	Berkeley	Alameda	TOD	No/Yes	\$22,781,553	\$88,210,089	287%	38,840	87	86	47%	155	121	\$189,059	Ashby BART
Fruitvale Transit Village Phase IIB	Oakland	Alameda	TOD	Yes/Yes	\$29,966,039	\$180,192,664	501%	54,761	181	169	47%	270	220	\$136,520	Fruitvale BART
Mandela Station at West Oakland BART	Oakland	Alameda	TOD	Yes/Yes	\$29,659,310	\$191,596,704	546%	54,047	240	238	50%	311	275	\$108,048	West Oakland BART
Galindo Terrace	Concord	Contra Costa	TOD	No/Yes	\$20,942,930	\$65,103,460	211%	36,998	62	61	47%	87	74	\$283,013	Concord BART
266 4th Street	San Francisco	San Francisco	TOD	Yes/Yes	\$20,113,667	\$119,448,063	494%	44,694	70	69	34%	97	83	\$242,333	Moscone/Yerba Buena Muni
Balboa Park Upper Yard	San Francisco	San Francisco	TOD	No/Yes	\$29,952,200	\$174,695,321	483%	82,002	131	112	47%	193	153	\$196,408	Balboa Park BART
Potrero Block B	San Francisco	San Francisco	ICP	No/Yes	\$29,829,178	\$158,732,972	432%	32,620	157	156	46%	331	244	\$122,502	Embarcadero & Third Muni
Sunnydale HOPE SF Block 3B	San Francisco	San Francisco	ICP	No/Yes	\$29,287,000	\$105,122,220	259%	21,085	92	84	48%	161	123	\$239,078	Sunnydale Visitation Valley Muni
965 Weeks Street	East Palo Alto	San Mateo	ICP	Yes/Yes	\$29,068,250	\$119,141,451	310%	18,451	136	135	45%	284	210	\$138,751	
Gateway Apartments	Menlo Park	San Mateo	ICP	No/Yes	\$19,523,403	\$142,532,123	630%	14,217	140	134	46%	228	181	\$107,864	
Middlefield Junction	North Fair Oaks (unincorporated)	San Mateo	ICP	No/Yes	\$22,171,437	\$138,246,673	524%	14,750	179	156	46%	314	235	\$94,347	
Roseland Village	Santa Rosa	Sonoma	ICP	No/Yes	\$25,780,623	\$134,480,242	422%	69,451	75	74	50%	144	109	\$236,519	Downtown Santa Rosa SMART
Totals					\$ 347,095,712	\$ 1,780,532,714		543,476	1,692	1,614	46%	2,812			

*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.

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Affordable Housing and Sustainable Communities Program – Project Descriptions

(Sorted alphabetically by County, City, Project Title)

Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested
Madrone Terrace	Resources for Community Development	Ashland (unincorporated)	Alameda	\$18,947,330
Affordable Housing:	Madrone Terrace: 79 units of affordable housing for households with incomes ranging from 20 to 60 percent AMI, including 20 units reserved for formerly homeless households, and the Ashland Community Center.			\$13,143,710
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	E 14th St. Bike Improvements: 0.78 mi of class II and IV bikeway on each side of the street between 162nd Ave and 1-238; E. 14th St. Pedestrian Improvements: 1.3 miles of new sidewalk, curb extensions, bulb outs, bus boarding islands, and crossing improvements; Purchase of two (2) BART Cars: Purchase two new BART cars to support increased frequency achieved through train control modernization.			\$4,783,711
Transportation-Related Amenities:	E. 14th St. Landscaping Project: planting trees and drought tolerant plants, irrigation, benches, trash receptacles, street lighting, and seating.			\$956,743
Programs:	Two Bike Education Workshops per year; AC Transit Easy Pass for each household for three years.			\$63,166
Blake Apartments	Satellite Affordable Housing Associates	Berkeley	Alameda	\$19,072,792
Affordable Housing:	Blake Apartments: New construction of a 63 unit affordable apartment building with ground floor retail space.			\$11,663,523
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	Increased Capacity on BART Service: Purchase three new BART cars to support increased frequency achieved through train control modernization; North Berkeley BART Station Access Improvements Part 2: Conversion of portion of Ohlone Greenway to a 2-way cycle track and accessible pedestrian path, bulbout and raised crosswalks at midblock crossings, ADA ramp to BART elevator, Class IV cycle track on Delaware; North-South Active Transportation Improvements: Bikeway connection from West Berkeley to existing path to North Berkeley BART, including over 2 miles of bi-directional class I, III, and IV bikeways, traffic circles, flashing beacon, bulbouts, lighting, new sidewalk.			\$6,050,976
Transportation-Related Amenities:	Ohlone Greenway and North Berkeley Station New Pedestrian-Scale Lighting: New pedestrian-scale lighting along Ohlone Greenway; Bus Bulb and Bus Pad: Upgrade four AC Transit bus stops on University Ave, including sidewalk widening, shelter installation, and lighting.			\$1,219,302
Programs:	Discounted Transit Passes for each unit for three years; Bicycle education classes for residents; Transit Pathways Workshops to prepare jobseekers for BART jobs.			\$138,991

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Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested
Maudelle Miller Shirek Community	Resources for Community Development	Berkeley	Alameda	\$22,781,553
Affordable Housing:	Maudelle Miller Shirek Community: New construction of a six-story, 87-unit affordable housing building with nonprofit space on the ground floor.			\$15,797,796
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	Woolsey-Fulton Bike Boulevard Installation and Russell Bike Boulevard Crossing Improvements: Class III bike boulevard between Ashby BART and Fulton/Dwight intersection, including pedestrian and bicycle crossing improvements; BART Rail Cars: Purchase three new BART cars to support increased frequency achieved through train control modernization; Woolsey-Prince Bicycle Boulevard Connector: Construct two-way cycle track through Ashby BART parking lot, secure bike parking, and bike share.			\$5,767,070
Transportation-Related Amenities:	Shattuck Ave and MLK Jr Way Transit Priority Streets – Bus Stop Upgrades: Widen sidewalks to provide more passenger waiting area and install bus shelter and lighting; Ashby BART Wayfinding Improvement: Install illuminated wayfinding signs, station identification pylons, kiosks, and real-time displays.			\$1,153,414
Programs:	Bicycle education workshops for residents and community members; AC Transit Passes for each unit for three years.			\$63,273
Fruitvale Transit Village Phase IIB	BRIDGE Housing Corporation, Spanish Speaking Unity Council of Alameda County, Inc., and City of Oakland	Oakland	Alameda	\$29,966,039
Affordable Housing:	Fruitvale Transit Village IIB: 181-unit rental housing development that will include ground floor commercial space to accommodate a local non-profit business.			\$20,000,000
Housing-Related Infrastructure:	None			
Sustainable Transportation Infrastructure:	Fruitvale Alive Gap Closure Project: Install raised cycle tracks on Fruitvale Ave, widen sidewalks, improve pedestrian crossings, add lighting and landscaped buffers; Increased Capacity on BART service: Purchase four new BART cars to support increased frequency achieved through train control modernization; BART station sidewalk improvements: Improve pedestrian path north of Fruitvale BART station including a dedicated path for cyclists, wider pedestrian pathway, new lighting and landscaping.			\$8,000,000
Transportation-Related Amenities:	Fruitvale Alive Gap Closure TRA: Bus stop improvements including lighting, urban greening, signage, underpass improvements, bus shelters, curb ramps.			\$1,500,000
Programs:	Discounted BART Clipper Card for each unit for three years; Pedestrian and bicycle safety education programs.			\$466,039

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Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested
Mandela Station	Mandela Station LLC, MacFarlane Development Corporation, LLC, City of Oakland, and Strategic Urban Development Alliance LLC	Oakland	Alameda	\$29,659,310
Affordable Housing:	Mandela Station: Community centered 240-unit affordable housing project that is part of a larger master planned development. Replaces one of the West Oakland BART parking lots.			\$20,500,000
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	BART Rail Cars: Purchase three new BART cars to support increased frequency achieved through train control modernization; 18th Street Bikeway: Implement a road diet with class II and III bikeways, high visibility crosswalks, sidewalk reconstruction, and ADA curb ramps; Walkways: Construct over 2,000 linear feet of new pedestrian walkway along the Mandela Parkway between 7 th and 5 th streets.			\$7,500,000
Transportation-Related Amenities:	West Oakland Bike Station: Secure bicycle parking facility for up to 400 bicycles; Wayfinding at West Oakland BART Station: design and installation of updated wayfinding signage.			\$1,500,000
Programs:	Quarterly bicycle safety classes; AC Transit EZ passes for each unit.			\$159,310
Galindo Terrace	Resources for Community Development	Concord	Contra Costa	\$20,942,930
Affordable Housing:	Galindo Terrace: 62-unit affordable housing development in the City of Concord.			\$10,074,816
Housing-Related Infrastructure:	Galindo Terrace: Housing-related infrastructure expenses associated with the development of the Galindo Terrace housing project.			\$2,450,000
Sustainable Transportation Infrastructure:	Downtown Corridors Bicycle and Pedestrian Improvement Project: Design and construct bicycle and pedestrian safety improvements on three corridors connecting to Downtown Concord; Increased capacity on BART service: Purchase three new BART cars to support increased frequency achieved through train control modernization.			\$7,134,194
Transportation-Related Amenities:	Concord BART Station Signage and Wayfinding: Install updated signage and wayfinding at the concourse level that supports the reconfiguration of the paid area and new elevator.			\$1,100,000
Programs:	BART workforce development program to train residents for BART job opportunities; County Connect passes for all AHD units for three years.			\$183,920

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Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested
266 4th Street	Tenderloin Neighborhood Development Corporation, City of County of San Francisco	San Francisco	San Francisco	\$20,113,667
Affordable Housing:	266 4th St: Mixed-use community of 70 affordable rental homes anchored by a package of supportive resident amenities and ground floor commercial space.			\$13,579,567
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	Purchase of 3 BART Rail Cars: Purchase three new BART cars to support increased frequency achieved through train control modernization; Better Market Street Phase 1a: Construct roadway improvements on Market Street between 5 th and 8 th Sts. including a Class IV bikeway, ADA curb ramps, streetcar access ramps and boarding islands, transit infrastructure and streetscape improvements.			\$5,028,417
Transportation-Related Amenities:	Better Market Street Phase 1a – Transportation Related Amenities: Install streetscape improvements on Market Street including trees, furniture, and wayfinding.			\$1,005,684
Programs:	SF Bike Coalition's Bike It Forward Program will provide residents with a refurbished bicycle and a bike education class; Monthly Muni transit pass for each unit for three years.			\$499,999
Balboa Park Upper Yard	The Related Companies of California, LLC, Mission Housing Development Corporation, and City and County of San Francisco	San Francisco	San Francisco	\$29,952,200
Affordable Housing:	Balboa Park Upper Yard: New 131-unit affordable building for families, including ground floor retail and community services.			\$20,000,000
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	Purchase of 3 BART Rail cars: Purchase three new BART cars to support increased frequency achieved through train control modernization; Road closure and conversion to ped, bike: Reconfiguration of the Balboa Park BART pedestrian pathways and passenger drop off road to a cul-de-sac with entry and exit on San Jose Avenue; Mission St. Excelsior Safety Project and 19th Ave. Rapid Project: Improvements on Mission St. and 19 th Ave., including new traffic signals, bulb-outs, sidewalk widening, daylighting, bus stop relocation, bus bulbs, crosswalk, median island, bikeway gap closure, and bike boulevard.			\$8,000,000
Transportation-Related Amenities:	Installation of station amenities, urban greening and passenger waiting area: Road closure will be enhanced with lighting, urban greening, seating and other amenities.			\$1,500,000
Programs:	Bicis del Pueblo will provide loaner bicycles and bike education workshops; Monthly Muni transit passes to each unit.			\$452,200

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Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested
Potrero Block B	BRIDGE Housing Corporation, City and County of San Francisco	San Francisco	San Francisco	\$29,829,178
Affordable Housing:	Potrero Block B: 157 unit affordable housing development replacing 118 units of existing section 8 public housing.			\$20,000,000
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	Cesar Chavez/Bayshore/Potrero Intersection Improvements Phase 2: Planning and preliminary engineering for a protected bikeway between Pennsylvania and Illinois Streets, in both directions; Folsom-Howard Streetscape Project: Improve transit operations and traffic safety on Folsom and Howard Sts. through transit boarding islands, bus-only lanes, new traffic signals, curb management; Walkway/Sidewalk Improvements: 2,524 linear feet of new sidewalks.			\$8,000,000
Transportation-Related Amenities:	Minnesota Grove Extension: Extend the Minnesota Grove 'street park' along the east side of a short stretch of Minnesota Street, between 24th and 25th Streets.			\$1,500,000
Programs:	Monthly Muni transit pass for all restricted units for 3 years; support a Walking School Bus for students to walk to school together.			\$329,178
Sunnydale HOPE SF Block 3B	The Related Companies of California, LLC, Mercy Housing California, and City and County of San Francisco	San Francisco	San Francisco	\$29,287,000
Affordable Housing:	Sunnydale HOPE SF Block 3B: The AHD project comprises 92 new affordable units for households between 30% and 60% TCAC AMI plus approximately 5,100 square feet of ground floor neighborhood retail.			\$20,000,000
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	Electric Bus Procurement: Procure three 40' battery electric buses for SFMTA e-bus pilot program; Visitacion Avenue Corridor Bike & Ped Improvements: Create class IV and Class I bike lanes connecting Mansell Street to Visitacion Valley Middle School, add crossing with flashing beacons and new sidewalk.			\$7,322,000
Transportation-Related Amenities:	Visitacion Ave. Corridor Transit Related Amenities: Installation of lighting, seating, planting, wayfinding, and traffic control signs along new paths, sidewalks, and bike lanes.			\$1,465,000
Programs:	Monthly transit pass provided to residents for 3 years; employ a Transit Demand Management (TDM) Coordinator to implement TDM plan.			\$500,000

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Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested
965 Weeks Street	Mid-Peninsula The Farm, Inc., East Palo Alto Community Alliance Neighborhood Development Organization, and City of East Palo Alto	East Palo Alto	San Mateo	\$29,068,250
Affordable Housing:	965 Weeks Street: 136 unit affordable housing project.			\$20,000,000
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	Safe Routes to Schools (SRTS) Improvements and Gap Closures: Replace sidewalks and re-grade intersections for ADA compliance and construct new sidewalks to close SRTS gaps; Bike Route Improvements: Installation of 2 miles of Class II and III bike facilities; Sam Transit Limited Stop Route – East Palo Alto to San Bruno: Acquire three electric buses to support new SamTrans express route between East Palo Alto and San Bruno.			\$7,322,000
Transportation-Related Amenities:	Pedestrian Lighting and Urban Greening Improvements: Provide increased lighting and greening along pedestrian pathway; Bus Stop Lighting: Provide increased street lighting at 3 bus stops; Pedestrian Lighting, Furnishings, and Urban Greening at 965 Weeks Site: Provide new street trees, lighting, and furnishings on Weeks St. and along pedestrian connections.			\$1,465,000
Programs:	Provide free SamTrans Way2Go transit passes to all residents for 3 years; Bicycle Ridership and Education Program including education, bike rides and bikepool, and equipment.			\$281,250
Gateway Apartments	MidPen Housing Corporation	Menlo Park	San Mateo	\$19,523,403
Affordable Housing:	Gateway Apartments: New construction of 140 units of affordable housing in Menlo Park.			\$11,903,778
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	Willow Road Pedestrian Improvements: Construct pedestrian improvements including widened pedestrian island, high-visibility crosswalks, new pedestrian signals, curb ramps and bulbouts, and new sidewalk; Willow Road Class IV Separated Bike Facility and Class III Bike Facility: Install Class IV bikeway along Willow Road and Class III bike routes on Van Buren and Ringwood Ave; SamTrans Limited Stop Route – East Palo Alto to San Bruno: Acquire two electric buses to support new SamTrans express route between East Palo Alto and San Bruno.			\$6,188,900
Transportation-Related Amenities:	Bus Shelters: Install 2 new bus shelters on Willow road for new SamTrans service; Willow Road Pedestrian Improvements: Urban greening and streetscape improvements for the new sidewalk in front of the AHD.			\$1,075,850
Programs:	Annual Transit Passes for Residents for three years; JobTrain Local Hire job placement services; Bicycle Ridership and Education Program including education, bike rides and bikepool, and equipment.			\$354,875

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Project Title	Applicant Organization(s)	City	County	Total AHSC Funds Requested
Middlefield Junction	Mercy Housing California	North Fair Oaks (unincorporated)	San Mateo	\$22,171,437
Affordable Housing:	Middlefield Junction: 179 unit affordable housing for low-income families and formerly homeless individuals.			\$15,000,000
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	Middlefield Road Pedestrian Improvement Project: Reconfigure Middlefield Road from a four-lane roadway to a three-lane roadway, including sidewalk improvements, ADA compliant curb ramps, increased lighting, and flashing beacons and bulbouts; Bicycle Boulevard and Pedestrian Improvements along Hurlingame Ave and William Ave. Bicycle and Pedestrian Improvements along Fifth Ave: Bicycle boulevard and pedestrian improvements including curb extensions, landscaping, and high-visibility crosswalks; SamTrans Route 2 Bus Line – Limited Stop Route: Acquire two electric buses to support new SamTrans express route between East Palo Alto and San Bruno.			\$5,562,440
Transportation-Related Amenities:	Middlefield Road Pedestrian Improvement Project: Install bike racks, benches, trees and landscaping, pedestrian lights, street art, public spaces, and stormwater management.			\$1,108,997
Programs:	Transit Passes for residents through the SamTrans Way2Go program; Bicycle Ridership and Education Program including education, bike rides and bikepool, and equipment.			\$500,000
Roseland Village	MidPen Housing Corporation, City of Santa Rosa, and SMART	Santa Rosa	Sonoma	\$25,780,623
Affordable Housing:	Roseland Village Family Apartments: New construction of 75 units of affordable housing in the Roseland neighborhood of Santa Rosa.			\$15,685,007
Housing-Related Infrastructure:	None			-
Sustainable Transportation Infrastructure:	SMART Rail line extension and SMART trail gap closure: Extension of the SMART rail line 3.17 mi to a new Windsor station. Class 1 multimodal network closure connecting the Joe Rodota trail directly to the SMART Trail and SMART Santa Rosa Station; Bike and Pedestrian connection to the Joe Rodota Trail: Construct new sidewalks and class II bikeway along West Street to the Joe Rodota Trail; Santa Rosa Citybus Route 15 improvements/New Intersection at key 3rd St crossing/New sidewalks: Purchase one new electric bus to reduce headways from 60 minutes to 30 minutes on weekdays, new intersection to link two sections of SMART trail, Safe Routes to School and Transit pedestrian gap closures.			\$8,435,616
Transportation-Related Amenities:	SMART Windsor Station Construction: Build out of the new SMART Windsor station amenities (platform shelters, etc.); Enhance Santa Rosa Transit Emphasis Corridors: Improve passenger amenities at bus stops and transit centers on high-frequency corridors including wayfinding.			\$1,525,000
Programs:	Transit Passes for Residents for three years; job training and employment placement services through the Roseland Neighborhood Local Hire Program.			\$135,000

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).

Affordable Housing and Sustainable Communities Program

Round 4

Evaluation Issues and Highlights

- *Significant Greenhouse Gas Reduction:* The emissions reduction results reported by applicants total over 475,000 metric tons of CO₂ equivalent. Results have not yet been verified by Air Resources Board and are subject to correction. GHG reductions are calculated based on affordable housing development, provision of transit passes or bike share to residents, amount of new bicycle facilities or walkways, new or expanded transit service, and solar energy generation. Several proposed housing developments are located near existing, high capacity rail stations (including BART and Muni stations) and have the opportunity to reduce vehicle miles traveled and increase opportunity in a way that is not fully captured in the program's greenhouse gas reduction analysis. These transit stations are noted in the right-most column of Attachment A, "Transit Station Emphasis".
- *Supporting Plan Bay Area's Focused Growth Investment Strategies:* All but two projects provide affordable housing within Priority Development Areas (PDAs). MTC's regional criteria states that additional priority may be given to projects providing a higher total number of affordable units, including consideration of unit size – this is displayed through staff's calculation of a "housing score" that averages the number of affordable units for a project and the number of bedrooms in those units. This metric and a further calculation comparing housing score to AHSC funds requested, in keeping with the region's criteria to prioritize projects providing greater amounts of housing at lower costs, are shown in Attachment A.
- *Level of Housing Affordability:* In general, the region's applications would increase the accessibility and affordability of housing. In total, Bay Area projects would help construct 1,614 units of restricted affordable housing, at an average of 47% of Area Median Income. The units range from studios to four-bedroom units. All are rental units.
- *Communities of Concern/Disadvantaged Communities:* The program has a 50% set-aside for projects located in and benefitting Disadvantaged Communities. Four Bay Area projects totaling 31% of the region's funding request are located in Disadvantaged Communities, while all applications benefit Communities of Concern through the location of affordable housing development, transportation improvements, or both.
- *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. Applications in the region have a funding leverage range of 211%-630%. Cost effectiveness may be considered by assessing the amount of AHSC dollars requested compared to the "housing score" (calculated as the average of affordable units and number of bedrooms).
- *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.