

# Metropolitan Transportation Commission Programming and Allocations Committee

July 13, 2016

Agenda Item 5a

## Regional Cap and Trade Priorities: Affordable Housing and Sustainable Communities

**Subject:** Regional Priorities for the FY2015-16 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 Strategic Growth Council (SGC) is responsible for the overall administration of the program, including project evaluation and the approval of funding awards. The FY2015-16 program was announced with a funding availability of approximately \$320 million; however, the Department of Housing and Community Development has announced that total funding available may be lower than previously estimated, based on lower Cap-and-Trade auction revenue. SGC will announce awards in September. Table 1 summarizes the region's applications.

**Table 1: Affordable Housing and Sustainable Communities Applications**

	Bay Area	State
Number of applications in final round	24	73
Total \$ requested	\$247 million	\$684 million
% funds in Disadvantaged Communities	65%	50% minimum
% funds for Affordable Housing	61%	50% minimum
% funds in Transit Oriented Development (TOD)	52%	35% minimum
% funds in Integrated Connectivity Project (ICP)	48%	35% minimum

### Project Prioritization

Staff recommends that MTC endorse 17 projects at a total of \$194 million (see Attachment A). This is based on the adopted regional principles (Attachment B), which recommend prioritizing roughly 60% of the available funding (approximately \$190 million of \$320 million available), with an award target of at least 40% (\$128 million) based on the region's performance in the first cycle of funding. Because there are set-asides for both Transit-Oriented Development (TOD) and Integrated Connectivity Project (ICP) project types, staff is recommending a priority list for each. Generally, staff is recommending projects with affordable housing components with the highest overall adherence to the regional principles. Project types were prioritized as follows:

- *Transit-Oriented Development (TOD) Projects:* All TOD applications from our region include affordable housing and are located in Priority Development Areas. Projects located in Communities of Concern or Disadvantaged Communities were given higher priority. Projects were then listed in order by number of affordable housing units. All TOD projects, which would result in 845 housing units with 781 affordable units, totaling \$120 million, are proposed for endorsement.
- *Integrated Connectivity Projects (ICP):* ICP applications that provide affordable housing, are located in a Priority Development Area, and are located in a Community of Concern or Disadvantaged Community were given higher priority. Following that, priority was given to projects with affordable housing that are located in either a Priority Development Area, a Community of Concern, or a Disadvantaged Community. From among those providing affordable housing, projects are listed in order by number of affordable housing units. Finally, projects that do not provide affordable housing were given the lowest priority consistent with the Commission's adopted principles, and are listed in order by funding leverage. Following this prioritization and recognizing the 60% funding target (\$190 million), staff recommends endorsing seven ICP projects totaling \$74 million. These projects represent 565 housing units with 493 affordable units.

**Evaluation Issues and Highlights**

- *Significant Greenhouse Gas Reduction:* The emissions reduction results reported by applicants have not yet been verified by Air Resources Board and are subject to correction.
- *Communities of Concern/Disadvantaged Communities:* The program has a 50% set-aside for Disadvantaged Communities. Sixteen Bay Area projects are located in Communities of Concern, with 12 of those also benefitting Disadvantaged Communities. Only two projects benefit Disadvantaged Communities but are not located in Communities of Concern. Equal weight was given to projects benefitting one or both of Disadvantaged Communities and Communities of Concern.
- *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.
- *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 or rehabilitate 1,274 units of affordable housing, at an average of 44% Area Median Income. The units range from studios to multi-bedroom family units. All are rental units.
- *Support for the Region's Adopted Transit Priorities:* In general, the region's finalists support the region's priorities (Regional Transit Expansion program of projects, Plan Bay Area's Next Generation Transit program, etc.)
- *Funding Leverage:* 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 150%.
- *OBAG Policy:* All projects are located in jurisdictions that adhere with state and regional Complete Streets policies and General Plan Housing Element adoption and certification.

**Issues:**

*Scoring criteria for bikeability:* AHSC projects will be scored by the state on a scale of up to 100 points. Up to three points can be earned for the project location's bikeability, as determined by Walkscore.com's Bike Score rating. However, only those projects in San Francisco, San Jose, Oakland, and Berkeley have Bike Scores available, because the necessary data inputs for other jurisdictions have not yet been collected by Walkscore.com. Under current AHSC guidelines, there is no way for projects without a Bike Score to achieve these three points, regardless of the location's actual level of bikeability. Staff believes these points could be a deciding factor in funding, has held ongoing discussions with SGC staff, and plans to send a joint letter with other MPOs to SGC to ensure that this issue is treated fairly in the scoring process.

*Encouragement of applications from around the region:* The list of 24 final applications from the Bay Area is dominated by projects in Alameda, Contra Costa, and San Francisco counties. Though the other Bay Area counties were somewhat better represented in the concept application phase of this program, staff believes it would benefit the region as a whole for projects in the South Bay, Peninsula, and North Bay Counties to be more involved and competitive in this program, and will continue to work with partners to encourage applications from around the region.

**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 Priorities  
Attachment B: Regional Principles for Prioritizing Final Applications under the Affordable Housing and Sustainable Communities Program  
Attachment C: AHSC Project Descriptions

MTC Programming and Allocations Committee  
 July 13, 2016  
 Item 5a - Attachment A  
 Recommended 2015-16 AHSC Priorities

Project Title	City	County	Project Type	DAC / CoC	PDA Status	AHSC Funds Requested	Running Total	Total Project Cost	Funding Leverage	GHG Reduction (MT CO2)*	Total Units	Total Affordable Units	Affordable Unit Avg. AMI
<b>MTC Proposed Endorsements</b>													
Empyrean & Harrison Hotel Housing and Transportation Improvements	Oakland	Alameda	TOD	Y/Y	PDA	\$ 16,807,556	\$ 16,807,556	\$ 46,107,644	174%	102,028	147	146	45%
St. James Station TOD	San Jose	Santa Clara	TOD	Y/N	PDA	\$ 12,889,611	\$ 29,697,167	\$ 89,681,932	596%	23,121	135	134	41%
455 Fell	San Francisco	San Francisco	TOD	Y/Y	PDA	\$ 16,056,563	\$ 45,753,730	\$ 62,373,348	288%	16,581	108	107	47%
Lakehouse Connections	Oakland	Alameda	TOD	Y/Y	PDA	\$ 18,127,203	\$ 63,880,933	\$ 42,920,167	137%	68,905	91	90	48%
<b>The Uptown Oakland Housing and Transportation Collaborative/Embarck Apartments</b>													
Collaborative/Embarck Apartments	Oakland	Alameda	TOD	Y/Y	PDA	\$ 15,982,964	\$ 79,863,897	\$ 54,913,236	244%	58,818	62	61	40%
Coliseum Connections	Oakland	Alameda	TOD	Y/Y	PDA	\$ 14,844,762	\$ 94,708,659	\$ 228,839,594	1442%	881,360	110	54	56%
Dunleavy Plaza Apartments	San Francisco	San Francisco	TOD	N/Y	PDA	\$ 2,821,572	\$ 97,530,231	\$ 40,635,907	1340%	7,020	49	49	48%
Yosemite Apartments	San Francisco	San Francisco	TOD	Y/Y	PDA	\$ 5,092,303	\$ 102,622,534	\$ 22,542,474	343%	15,287	32	31	42%
Edwina Benner Plaza	Sunnyvale	Santa Clara	TOD	N/N	PDA	\$ 9,606,560	\$ 112,229,094	\$ 44,846,337	367%	4,890	66	65	45%
St. Paul's Commons & Trinity Ave. Complete Streets	Walnut Creek	Contra Costa	TOD	N/N	PDA	\$ 7,679,331	\$ 119,908,425	\$ 19,814,020	158%	7,268	45	44	45%
Creekview Terrace	San Pablo	Contra Costa	ICP	Y/Y	PDA	\$ 10,867,494	\$ 130,775,919	\$ 44,185,352	307%	177,885	120	119	41%
Alameda Site A Family Apartments	Alameda	Alameda	ICP	N/Y	PDA	\$ 12,870,620	\$ 143,646,539	\$ 46,722,257	263%	125,614	70	69	45%
Alameda Site A Senior Apartments	Alameda	Alameda	ICP	N/Y	PDA	\$ 10,870,983	\$ 154,517,522	\$ 34,638,891	219%	125,589	60	59	43%
Heritage Point Affordable Housing/Retail Development	Richmond	Contra Costa	ICP	Y/Y	PDA	\$ 10,204,875	\$ 164,722,397	\$ 28,511,522	179%	9,495	42	41	43%
Veterans Square	Pittsburg	Contra Costa	ICP	Y/Y	PDA	\$ 5,687,619	\$ 170,410,016	\$ 17,412,946	206%	3,054	30	29	40%
South San Francisco Senior Affordable Housing/Connections to Caltrain	South San Francisco	San Mateo	ICP	N/Y	PDA	\$ 8,875,280	\$ 179,285,296	\$ 95,528,096	976%	8,821	81	16	50%
Renascent San Jose	San Jose	Santa Clara	ICP	Y/Y	no	\$ 14,979,486	\$ 194,264,782	\$ 68,871,430	360%	13,372	162	160	40%
<b>Not Proposed for Endorsement</b>													
Potrero Block X	San Francisco	San Francisco	ICP	N/N	PDA	\$ 9,250,000		\$ 60,335,627	552%	10,178	72	71	42%
Grayson Street Apartments	Berkeley	Alameda	ICP	N/N	PDA	\$ 3,755,326		\$ 14,891,452	297%	97,667	23	22	43%
Candlestick Point Sustainable Transportation, Transportation Amenities, and Transportation Demand Management	San Francisco	San Francisco	ICP	Y/Y	PDA	\$ 5,000,000		\$ 39,674,792	693%	4,359	-	-	N/A
Putting Down Routes: Connecting East Oakland	Oakland	Alameda	ICP	Y/N	PDA	\$ 2,182,647		\$ 6,530,647	199%	1,865	-	-	N/A
Treasure Island Intermodal Transit Hub Phase 1	San Francisco	San Francisco	ICP	Y/Y	PDA	\$ 12,055,858		\$ 35,566,925	195%	144,204	-	-	N/A
Windsor Transit Center Corridor and Intersection Improvements Project	Windsor	Sonoma	ICP	N/N	PDA	\$ 5,387,718		\$ 5,587,718	4%	1,574	-	-	N/A
Public Market Sustainable Transportation Project	Emeryville	Alameda	ICP	N/N	PDA	\$ 15,483,984		\$ 15,483,984	0%	206,653	-	-	N/A
<b>Overall Totals</b>						\$ 247,380,315		\$ 1,166,616,298			1,505	1,367	44%

\*GHG Calculations submitted by applicants -- preliminary and not yet verified by Strategic Growth Council or Air Resources Board

## **Regional Principles for Prioritizing Final Applications under the Affordable Housing and Sustainable Communities Program**

### 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 concept applications for Plan Bay Area supportive elements, MTC staff in coordination with ABAG, will review full 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. MTC will apply this cap for final applications, not concept applications, as project scopes and costs are expected to change between the initial concept and final application stages and we want to encourage a significant pool of applications.

### Project Prioritization Process

MTC staff proposes to conduct a **project prioritization process, in coordination with ABAG staff**, 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. 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.
- 3. Support Plan Bay Area’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 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.

4. **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.
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's Next Generation Transit program, 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.** Prioritize projects leveraging other funding sources for local match.
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 and General Plan Housing Element adoption and certification. 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).

Item 5a - Attachment C  
 Affordable Housing and Sustainable Communities Program -- Bay Area Applications

Project Title	Applicant Organization	Joint Applicant(s)	City	County	Total AHSC Funds Requested	Specific Elements Description from Application (AHD= Affordable Housing Development, HRI= Housing-Related Infrastructure, STI= Sustainable Transportation Infrastructure, TRA= Transportation-Related Amenities, PRG= Programs)
Alameda Site A Senior Apartments	Eden Housing, Inc.	Alameda Point Partners	Alameda	Alameda	\$ 10,870,983	<b>AHD:</b> Eden's 60-unit Senior Community consists of 50 one, and 10 two-bedroom units, including one unrestricted manager's unit. These units will be affordable to senior households earning between 30 and 50 percent of Alameda County Area Median Income. <b>STI:</b> 129,150 square feet of pedestrian improvements, 60,300 square feet of bike lane improvements, and 72,700 square feet of dedicated bus rapid transit lanes within the project area.
Alameda Site A Family Apartments	Eden Housing, Inc.	Alameda Point Partners	Alameda	Alameda	\$ 12,870,620	<b>AHD:</b> 14 one, and 36 two-bedroom, and 20 three bedroom units, including one unrestricted manager's unit. These units will be affordable to family households earning between 30 and 50 percent of Alameda County Area Median Income. <b>STI:</b> 84,580 square feet of pedestrian improvements, 43,020 square feet of bike lane improvements, and 46,230 square feet of dedicated bus rapid transit lanes within the project area.
Grayson Street Apartments	Satellite Affordable Housing Associates	City of Berkeley	Berkeley	Alameda	\$ 3,755,326	<b>AHD:</b> new construction of a four story building on San Pablo Avenue in Berkeley with 23 one and two-bedroom apartments, including one manager's unit. The building will feature a gracious residential entry and lobby, a community room opening out onto a landscaped outdoor courtyard with views of the San Francisco Bay, a computer annex, services office, and exercise room. Nine units will be set-aside for youth transitioning out of the foster system and three units for people living with HIV/AIDS. The apartments will be targeted to residents earning up to 60% of the area median income. <b>STI:</b> purchase of a new hybrid bus to reduce GHG and improve peak frequency to service the 88 bus route that runs north and south bound along Sacramento and Market Street. <b>PRG:</b> 1) providing AC Transit bus passes to the 22 affordable units for three years and 2) creating a bicycle education program.
Public Market Sustainable Transportation Project	City Center RealtyPartners, L.P.	-	Emeryville	Alameda	\$ 15,483,984	<b>STI:</b> include installation of: roadways and sidewalks; curbs and gutters; traffic lights at Shellmound & Parcel B/A entrance; sidewalk/biofiltration planters; storm drains; water pipes and mains; and fire hydrant connections. Construction of a public plaza, striping of AC transit bus zones, cross walks, stop and arrow sign markings on ground, loading zone, traffic line, and bike lanes. <b>TRA:</b> installation of landscape features and irrigation system; light poles and fixtures; bike racks; bus shelters and guard rails; public benches; stop signs; and trash cans.
The Uptown Oakland Housing and Transportation Collaborative/Embarck Apartments	Resources for Community Development	City of Oakland	Oakland	Alameda	\$ 15,982,964	<b>AHD:</b> 100% of Embarck Apartments' 62 units will be affordable to residents with 30-50% area median income (AMI). The development consists of a mixture of 1 studio, 56 one-bedroom and 5 two-bedroom units, 31 of which will be reserved for disabled homeless veterans. <b>HRI:</b> 1. Allowable Structured Parking Costs for 30 parking spaces at less than half a space per unit at \$30,000 per space for a total of \$900,000; and 2. \$300,000 in impact fees required by local ordinance not to exceed 15 percent of the AHSC Program award. <b>STI:</b> 1-mile road diet along West Grand Avenue from Mandela Parkway to San Pablo Avenue, Class 1 bike lines on Adeline and MLK Jr, 40-foot hybrid bus to support the increased service levels of the adopted AC Transit Service Expansion Plan, adding bike channels along stairways at the 19th St BART station to promote multi-modal transport, and relamping 19th St station with over 3300 new high efficiency LED lights. <b>TRA:</b> BART will be adding new bike parking within the 19th St BART station. <b>PRG:</b> provision of free bus passes to the residents of Embarck Apartments for three years, partnership with Bike East Bay to provide three bike education workshops, provision of three years of membership for Bay Area Bike Share for all residents.
Lakehouse Connections	East Bay Asian Local Development Corporation	City of Oakland, UrbanCore Development	Oakland	Alameda	\$ 18,127,203	<b>AHD:</b> Lakehouse Affordable Apartments is part of a mixed-use, mixed-income development called Lakehouse Commons planned for the corner of E. 12th Street and Lake Merritt Blvd in Oakland. This is a joint venture between East Bay Asian Local Development Corporation (EBALDC), a non-profit developer of affordable housing, and UrbanCore, a for-profit firm with experience in affordable housing development. Parcel A will be developed into the Lakehouse Affordable Apartments and comprised of 90 separately funded, owned and operated units of permanently affordable housing. Parcel B will include 270 market rate units separately funded, owned and operated, with 18 units sub-leased for low/moderate income housing by EBALDC, as well as a 2,000 sq ft public cafe. A shared garage will be built on Parcel C, and an adjacent 3,000 square foot public open space will be developed as a neighborhood amenity. <b>HRI:</b> portion of podium parking (45 spaces) allocated to the affordable housing development. Demolition, site earthwork, shoring, utilities, asphalt, and site concrete to ready the site for construction and contribute streetscape improvements and a safer public right of way. Landscaping with native plants and trees. <b>STI:</b> pedestrian scale LED lights, crossing improvements, wayfinding, and bulb-outs. New bike share station with 19 docks and 10 bikes. Procurement of a new 40-foot hybrid bus to support the increased service levels of AC Transit's adopted Service Expansion Plan. New bike channels at two entrances of the Lake Merritt BART station. <b>TRA:</b> 50 pedestrian scale LED lights on International Blvd and E. 12th St between 1st and 11th. New accessible fare gate for the Lake Merritt BART station. <b>PRG:</b> AC Transit EasyPass and BikeShare Passes for residents.

Project Title	Applicant Organization	Joint Applicant(s)	City	County	Total AHSC Funds Requested	Specific Elements Description from Application (AHD= Affordable Housing Development, HRI= Housing-Related Infrastructure, STI= Sustainable Transportation Infrastructure, TRA= Transportation-Related Amenities, PRG= Programs)
Empyrean & Harrison Hotel Housing and Transportation Improvements	Resources for Community Development	City of Oakland	Oakland	Alameda	\$ 16,807,556	<b>AHD:</b> acquisition and substantial renovation of two historic Single Room Occupancy buildings within a block of each other in downtown Oakland. Harrison Hotel is as an historic building that consists of 80 SRO units, 59 of which are reserved for the disabled and formerly homeless population and 13 are restricted to disabled persons. The 7-story elevator system will be improved or replaced and energy efficient improvements, like solar upgrades, will be installed to ensure the building's long term sustainability. Empyrean Towers currently consists of 96 SRO units, most of which do not have bathrooms and with no kitchen facility in the building. All of the major building systems need updating, including electrical, heating, plumbing and the roof. RCD's plans to substantially rehabilitate the entire building, including repair or replacement all of the major systems, seismic and accessibility upgrades, and a re-configuration of the all of the units to create 65 studio and one bedroom units. Common areas will include the addition of bicycle storage, improved trash management and a new community room and kitchen. The target population will be working adults, seniors and disabled persons making 30-60% AMI. <b>STI:</b> new Class 2 bike lane will be installed on Clay between 7th and 17th. New Bay Area Bike Share station with 19 docks, 10 bikes, one payment kiosk and one map will be located within a block of the housing site. Procurement of a new AC Transit 40-foot hybrid bus to run along the new L19 route. <b>PRG:</b> provision of free bus passes to the residents of Empyrean Towers and Harrison Hotel for three years. Partnership with Bike East Bay to provide three bike education workshops. Provision of three years of membership for Bay Area Bike Share for all residents.
Putting Down Routes: Connecting East Oakland	City of Oakland		Oakland	Alameda	\$ 2,182,647	<b>STI:</b> continuous Class 1 bike lane and pedestrian path on MacArthur between High St & Richards Rd, connecting under the freeway, calming traffic and providing a safe passage for bikes and peds near freeway on-ramps. Sited between High St and Seminary Ave along MacArthur Blvd, the LAMMPS improvements will enhance pedestrian and bicycle connectivity via approximately 1.2 miles of bike path, rebuilding of defunct sidewalks, eliminating poor crosswalk conditions, and installing traffic lights for traffic calming, visibility and safety. Pedestrian amenities including LED pedestrian lighting, signage, drought tolerant landscaping, and reconstructed intersections. Construct 0.6 miles of Class 2 bike lanes from Camden to Bancroft. <b>TRA:</b> In conjunction with the LAMMPS bikeway improvement, 0.7 miles of wayfinding, signage, and street-scraping will be added along 55th Avenue between Camden and Bancroft to enhance east-west travel. Paving improvements.
Coliseum Connections	UrbanCore Development, LLC	City of Oakland	Oakland	Alameda	\$ 14,844,762	<b>AHD:</b> 110-unit multifamily residential project to be developed on an existing BART owned parking lot adjacent to the Coliseum BART station. Half of all units will be restricted affordable at 50-60% AMI. The remaining 55 units will be "workforce units"(60-100% AMI), affordable to individuals and families that are highly "housing insecure" (spend more than half of income on rent) but not served by traditional affordable housing. <b>HRI:</b> construction of a new pedestrian walkway connecting the community to the neighboring BAT station. Per the City's standards, curb, gutter, and sidewalk improvements along with street landscaping were needed. Enhanced recycling design. Energy efficiency and green building items required to comply with the City's Green Building Ordinance. <b>STI:</b> new class 2 bicycle lanes along Edgewater Drive between Hegenberger north to its terminus near the San Francisco Bay Trail. Critical BRT infrastructure and accessibility amenities such as Ticket Vending Machines and Walking Deterrent Domes, and procurement of new hybrid bus. New bike channels to two areas of the Coliseum BART station. <b>TRA:</b> pedestrian scale lighting improvements along 69th Avenue from Snell to International Blvd. <b>PRG:</b> three years of AC Transit passes for residents.
Veterans Square	Domus Development, LLC	City of Pittsburg	Pittsburg	Contra Costa	\$ 5,687,619	<b>AHD:</b> 28 one-bedroom units and 2 two-bedroom units. The AHD project will be 100% affordable with the exception of one unrestricted manager's unit. Rents will range from 30% AMI to 50% AMI. The ground floor will contain an on-site management office, 30 parking spaces, 18 bicycle parking spaces, a landscaped courtyard, and a community room for residents. <b>HRI:</b> construction of the parking garage required to be provided for the residents of the Veterans Square AHD. <b>STI:</b> construct a 1.4 mile segment of Class 1 and Class 2 bike facilities on Railroad Avenue, from East 10th Ave to the Delta-De Anza Trail. The trail would create a safe route along Railroad Avenue for bicyclists and pedestrians travelling from the Delta-De Anza Trail to Old Town (downtown) Pittsburg. <b>PRG:</b> Tri Delta Transit to offer a monthly bus pass program to residents of Veterans Square
Heritage Point Affordable Housing/Retail Development	Community Housing Development Corporation	Contra Costa County Dept. of Conservation and Development, Contra Costa County Public Works Dept.	Richmond	Contra Costa	\$ 10,204,875	<b>AHD:</b> 42 affordable units and retail space. The building will be built in four stories, podium method, 42 parking spaces and on-site; property management offices, enclosed and secured bike storage facility, and retail space for a grocery store and flex space for future expansion. <b>HRI:</b> capital improvements required as a condition of approval. Site acquisition, site preparation, utilities, surface improvements, landscape and amenities, residential parking, impact fees, low impact designs and urban greening. <b>STI:</b> Three blocks of sidewalk widening improvements on the east side of Fred Jackson Way, between Grove and Wildcat Canyon Regional Trail, including addition of a bike lane, installation of accessible ramps, removal of barriers on sidewalks (i.e., sidewalk gaps, power poles, etc.) and planting street trees and other calming measures. One block of street improvements to sidewalks to include the removal of barriers to transportation stops; gaps and poles which block access, shared bike lanes, handicap ramps. <b>TRA:</b> Work within the center street median to develop the public bike parking station for those community residents who use public transit, Health Center, and/or Senior Center. Median will have a LED sign installed. Lighting will be updated for better Health and Safety. Benches and informational kiosk will be installed. <b>PRG:</b> 3-Year educational residential training program on mode-shifting; AC Transit bus pass purchase program and 2 shared bikes for day rentals; Criteria Air Pollutants program coordinator.

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Creekview Terrace	Domus Development, LLC	City of San Pablo	San Pablo	Contra Costa	\$ 10,867,494	<b>AHD:</b> total of 120 units for low-income seniors, broken down into 24 studio apartments, 87 one-bedroom apartments, 8 two-bedroom apartments, and one three-bedroom manager's apartment. Building features and amenities have been designed to include an on-site management office, lobby, community room, landscaped plaza, laundry facilities, elevators, 60 secured bike parking spaces and 73 vehicle parking spaces in a five-story contemporary building. <b>STI:</b> San Pablo Connectivity Project includes the Wildcat Creek Restoration and Greenway Trail Project and the San Pablo Blvd Signal Priority Intersection Plan. The trail is located adjacent to Creekview Terrace AHD. The trail will run along the northern bank of Wildcat Creek from Church Lane to Vale Road. The STI will restore 1,800 linear feet of degraded urban creek, add an estimated 72,000 square feet of native riparian stream bank habitat, improve aquatic and terrestrial wildlife habitat conditions, and develop 1,800 linear feet of Wildcat Creek Trail into a Class I bike/pedestrian path. The Signal Priority Intersection Plan is being led by AC Transit and will provide Church Lane, Vale, and San Pablo Dam Road intersections a priority signal infrastructure for AC Transit buses. <b>PRG:</b> Transit Passes Program: each unit will receive a free AC Transit bus pass for period of 30 years.
St. Paul's Commons & Trinity Ave. Complete Streets	Resources for Community Development	City of Walnut Creek	Walnut Creek	Contra Costa	\$ 7,679,331	<b>AHD:</b> 4-story building with 45 apartments which will be affordable for at least 55 years to low- and very-low income residents earning 30% to 60% of the Area Median. In addition to the property manager's office, laundry, and secure bicycle storage for each unit, the ground floor will provide a 7,000 sq. ft. community center leased back to and run by St. Paul's Episcopal Church. <b>HRI:</b> abating any lead or asbestos prior to demolition of the existing structures, widening the sidewalk in front of the development to ten feet, building a trash enclosure, adding a sidewalk street light, following storm water protocols, controlling traffic during construction, incorporating energy efficiency measures such as solar power, energy efficient lighting, insulation, and appliances; drought resistant landscaping and irrigation in the public areas to achieve urban greening; recycling facilities and secure bicycle storage to reduce the development's environmental impact; and low-VOC paint to provide a healthier environment for occupants. The fire marshal requires an emergency vehicle access (EVA) easement in order for fire equipment to reach the rear of the building. The HRI budget includes acquisition costs for the area of the EVA as well as demolition, grading, erosion control, and concrete work to build the fire lane. <b>STI:</b> complete the pedestrian network and calm traffic in the immediate vicinity of St. Paul's Commons. Improve an existing heavily used mid-block crosswalk adjacent to St. Paul's Commons and construct a second new mid-block crosswalk further east closer to California Blvd. Both crosswalks will include new bulb-outs, rapid rectangular flashing beacons, and ADA improvements to improve visibility for pedestrian, bicycle, transit and motorists. <b>PRG:</b> Bus Passes: RCD will provide Contra Costa County Connection bus passes for free to every household for 3 years at St. Paul's Commons. Bicycle Education Workshops.
Candlestick Point Sustainable Transportation, Amenities, and Transportation Demand Management	Law Office of Patrick R. - Sabelhaus		San Francisco	San Francisco	\$ 5,000,000	<b>STI:</b> construction of bus rapid transit (BRT) lanes, a cycletrack, an expanded pedestrian network, and a transit plaza. These improvements are a subset of the larger Candlestick Point Hunters Point Shipyard (CPHPS2) project, which is intended to achieve a near doubling of the current mode share of transit in the vicinity of the development. The Project includes the first phase of a new BRT route in southeastern San Francisco that will connect Hunters Point Shipyard, Candlestick Point, and key destinations and transit hubs in San Francisco. <b>TRA:</b> streetscape improvements such as lighting, street furniture, publicly accessible bicycle racks, street trees and other elements that combine to create a safe, walkable pedestrian realm. The TRA also include the relocation of the Alice Griffith Community Garden. <b>PRG:</b> Transportation Demand Management (TDM) Program that is designed to reduce use of single-occupant vehicles (SOVs) and to increase the use of rideshare, transit, bicycle, and walk modes for trips to and from, as well as within, the development area.
Potrero Block X	BRIDGE Housing Corporation	-	San Francisco	San Francisco	\$ 9,250,000	<b>AHD:</b> development of Block X, a 72 unit affordable housing building. The existing infill site will allow the developer to minimize relocation in the Potrero Terrace/Annex Master Plan. <b>HRI:</b> off-site infrastructure associated with Block X. This includes Connecticut St. from the northern crosswalk of 26th St. to and including the southern crosswalk of the 25th St. intersection. All sidewalks will be replaced and drought tolerant planting and trees will be installed. Two bulb outs which create a necking down of 25th St. <b>STI:</b> extend the pedestrian network improvements from Connecticut St. to Texas St. for the full width of 25th St, excluding the portion included in the HRI.
455 Fell	Mercy Housing California	SFMTA	San Francisco	San Francisco	\$ 16,056,563	<b>AHD:</b> New construction of a 108- unit affordable housing development with 1 studio, 57 one-bedroom units, 42 two-bedroom units, and 8 three-bedroom units. All units are deed restricted to residents earning 30% to 60% of Area Median Income (AMI). Community space with a community kitchen, lobby, management office space, meeting rooms, computer rooms, common laundry facilities, and children's play area. There will be a community garden that is ADA accessible. <b>STI:</b> Improved pedestrian safety and access to transit/services via pedestrian bulbout, landscaped center medians, and ADA upgrades at High-Collision Location & top neighborhood-prioritized intersection. Travel lane reductions (from 3 to 2) on Oak and Fell in each direction to provide for angled parking, wide pedestrian bulbouts, and traffic calming.
Dunleavy Plaza Apartments	Mission Housing Development Corporation	-	San Francisco	San Francisco	\$ 2,821,572	<b>AHD:</b> Rehabilitation of 49 units of affordable housing for low to very low income households. Energy efficiency, water conservation, and green improvements. <b>PRG:</b> 1) creating multi-language educational outreach tools such as printed materials, community bulletin boards, videos, and translation services to assist residents with limited English language skills to better understand active transportation and transit ridership options, 2) providing hands-on and interactive activities such as guided group walking and transit rider "field" trips to connection points (hospital, grocery store, community centers, schools, etc) to help residents become more familiar with alternative modes of transportation, 3) establishing a resident bike share program.

Affordable Housing and Sustainable Communities Program -- Bay Area Applications

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Yosemite Apartments	Tenderloin Neighborhood Development Corporation	SFMTA	San Francisco	San Francisco	\$ 5,092,303	<b>AHD:</b> comprehensive rehabilitation of the Yosemite Apartments, a 6-story building consisting of 31 studio and 1 one-bedroom units as well as a ground floor commercial space. The goal of the Project is to complete a comprehensive rehabilitation to address the physical needs, disability access deficiencies, and seismic safety issues in order to preserve long-term quality of the property, and also the long-term affordability. The Developer will place income restrictions on the property, with ten units at 25% AMI, and the balance at 50% AMI. Specifics of the rehabilitation include: full apartment renovations, upgrades to the elevator and mechanical systems, window replacement, and repairs to the exterior with attention to preservation of the building's numerous historic details. <b>STI:</b> three permanent pedestrian street-crossing enhancements (curb extensions, or "bulb-outs"). <b>PRG:</b> training program teaching people from diverse backgrounds to be aware of surroundings, how to find safety, what to do if you are being attacked, and how to get help. By partnering with TNDC, TSP will be able to offer its training courses at more and/or larger venues. AHSC funding will provide 8 classes per year for three years.
Treasure Island Intermodal Transit Hub ç Phase 1	Treasure Island Community Development (TICD)	Treasure Island Development Authority (TIDA)	San Francisco	San Francisco	\$ 12,055,858	<b>STI:</b> Improvements for pedestrians and bicyclists include: 4.0 miles of new sidewalks, 2.5 miles of new Class 1 bike lanes, 1.8 miles of new Class 2 bike lanes, 0.7 miles of new mixed-use paths, 14 new intersections with crosswalks, traffic controls and traffic calming, 3 signalized intersections, 11 stop-controlled intersections, 5 intersections with speed tables, 12 intersections with curb-extensions (bulb-outs), 2 new mid-block crosswalks, 1 crosswalk with ped activated signal, 1 crossing with ped activated flashing beacons, Bikesharing pod with approximately 20 bikes. Improvements for transit include: Three new bus stops to serve SFMTA, AC Transit and on-island shuttles, Three new buses for AC Transit service to Oakland. <b>TRA:</b> Complete streets improvements include: LED streetlights to illuminate all new walkways and bikeways, Custom wayfinding for pedestrians and cyclists, Street furniture, Benches and other seating, Waste receptacles, Bike racks. Intermodal Transit Hub station area improvements include: Public transit plaza and park, 62,000 square foot plaza, Three bus/shuttle shelters, Lighting, Seating, Drought-tolerant landscaping, Stormwater gardens, Bike racks and lockers, Custom wayfinding signage. <b>PRG:</b> vanpool service for existing and future residents.
South San Francisco Senior Affordable Housing/Connections to Caltrain	City of South San Francisco	Beacon Communities, Inc.	South San Francisco	San Mateo	\$ 8,875,280	<b>AHD:</b> construct eighty one (81) units of affordable senior housing on city-owned sites in the heart of downtown South San Francisco. Eighty one (81) units will be comprised of seventy one (71) units restricted to 50% AMI and nine (9) units are restricted to 30% AMI or below. Additionally, the applicant commits to set aside 20% of the units for seniors with disabilities and two units for formerly homeless seniors. <b>STI:</b> design and construction for the installation of intersection bulb-outs with LID treatments, high visibility ladder crosswalks, ADA ramps and pedestrian crossings, median pedestrian refuge islands, installation of shared bicycle lane markings with "green" color with "sharrows" markings and signage.
St. James Station TOD	First Community Housing	City of San Jose	San Jose	Santa Clara	\$ 12,889,611	<b>AHD:</b> This 135 unit building will offer 118 studio units, 16 one-bedroom units at 30-50% of AMI and 1 unrestricted manager's unit. The design calls for five stories of residential units over one level of parking for a density of 207 dwelling units per acre. North San Pedro Apartments will provide much needed permanent supportive housing for 49 chronically homeless Veterans as well as 60 special needs individuals through VHP and VASH project based vouchers. <b>STI:</b> proposed class 1 off-street pedestrian connections to Downtown San José. Upgrade sidewalks and ramps at Bassett and North 1st Street. Adding class 3 bicycle lanes to Bassett Street using painted Sharrows and new signage. Support ADA upgrades and retrofits to existing sidewalks and ramps joining North San Pedro area to the rest of Downtown San José. <b>TRA:</b> expand the "Walk [San Jose] Wayfinding" program into the North San Pedro District. Install LED street lighting to blocks joining N San Pedro area to the rest of Downtown San José. Add artistic energy efficient LED lighting and public art under the Coleman overpass. Install street trees along blocks joining the North San Pedro area to the rest of Downtown. <b>PRG:</b> ActiveTransit: support the scaled expansion of San José's Viva Calle Program. Transit Ridership EcoPass: expansion of a Transit Ridership Program for all residents of the affordable housing development, North San Pedro Apartments. The EcoPass will provide free for all residents free access to all VTA bus, rapid bus and light rail routes within the County.

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Renascent San Jose	Charities Housing	City of San Jose	San Jose	Santa Clara	\$ 14,979,486	<b>AHD:</b> 162 unit development in which 160 studio apartments will serve as permanent supportive housing for chronic homeless individuals and small families. <b>HRI:</b> conditions of approval that will occur on and off-site, and will make improvements to community safety and open space -- A new traffic signal and cross walks at Baltic Way. <b>STI:</b> Coyote Creek Trail (CCT) project will directly fund the completion of design and construction for approximately 2.0 miles of a 2.8 mile long critical class I multi-use trail linkage currently under development along the Regional Trail. <b>TRA:</b> approximately 100 new street trees and/or landscaping using drought tolerant and native species of plants and trees. <b>PRG:</b> Ranger Ride-along Program provides improved policing, outreach, and equipment to improve trail safety and encourage residents to utilize more than 57 miles of existing class 1 trails for active transportation, commuting, and recreation; Active Transportation Program to expand the Good Karma Bikes program to offer free bicycle maintenance classes and services to residents and general public; Transit Ridership Program will provide VTA's ECO Passes to 100 % of the residents for 15 years.
Edwina Benner Plaza	MidPen Housing Corporation	City of Sunnyvale	Sunnyvale	Santa Clara	\$ 9,606,560	<b>AHD:</b> Edwina Benner Plaza is a new construction affordable housing project on a 1.32 acre parcel at 460 Persian Drive in Sunnyvale, CA. The project's 66 units for families and homeless households includes 1, 2 and 3-bedroom units, all 100% affordable and regulated at between 20 and 60% of Area Median Income. <b>HRI:</b> associated costs are required by the project's conditions of approval; 87 parking spaces, utility connections, on-site sidewalk and streetscape amenities, utility connections and project impact fees. <b>STI:</b> convert a critical and currently unsafe passage (Persian Drive between Morse and Borregas Avenues) within the vicinity of Edwina Benner Plaza to a pedestrian-friendly, green street. These improvements will also create new rain gardens (bio-retention areas). <b>PRG:</b> Transit Ridership initiative led by Valley Transportation Authority (VTA) that will encourage residents of the AHD to take transit and use active transportation. The principal component of the proposed program is to provide all residents with a free VTA Eco Pass, which can be used to take all VTA bus lines and light rail lines.
Windsor Transit Center Corridor and Intersection Improvements Project	Town of Windsor	SMART	Windsor	Sonoma	\$ 5,387,718	<b>STI:</b> safety upgrades to the intersection of Windsor River Road and Windsor Road would include all CPUC-required safety improvements and associated infrastructure needed to accommodate the required safety equipment. The four existing crosswalks would be relocated from their existing locations in front of the crossing gates to behind them and the associated new curb ramps would meet current ADA standards. Vehicular crossing gates and controls would be replaced and new pedestrian crossing gates installed. Existing traffic signal controls and railroad pre-emption interconnect equipment will be replaced as required by the CPUC for the intersection to operate safely during train passage. <b>TRA:</b> several active transportation mode amenities. Bike parking would provide as much parking as can be comfortably accommodated within the project limits, with bicycle parking facility types being identified through the results of the State-funded SMART Stations Bicycle Parking Infrastructure Plan to be completed later in 2016. Benches for transit riders to wait for the new train and/or the existing bus services.
<b>Total</b>					\$ 247,380,315	