

# Metropolitan Transportation Commission and Association of Bay Area Governments Joint MTC ABAG Legislation Committee

May 14, 2021

Agenda Item 3a

## May Revise of the Fiscal Year (FY) 2021-2022 State Budget & Legislative Spending Proposals

**Subject:** Overview of key changes proposed by Governor Newsom to the FY 2021-2022 State Budget as well as new legislative spending proposals.

**Overview:** The Governor's May Revision to the FY 2021-22 State Budget is expected on May 10, 2021 and early indications are that Governor Newsom will propose significant new spending proposals as a result of the General Fund surplus as well as the \$26 billion in new American Rescue Plan (ARP) funding, which must be spent by 2024. Additionally, Democratic leadership in both houses have proposed their own new spending priorities to take advantage of the tens of billions in uncommitted funding available, while transportation advocates and housing funding champions have initiated their own multi-billion dollar budget asks.

**Discussion:** **Legislative Proposals**

The Senate Democrats' proposal—Build Back Boldly (link following <https://sbud.senate.ca.gov/sites/sbud.senate.ca.gov/files/Build%20Back%20Boldly%20Senate%20Democrats%20Budget%20Priorities.pdf>)—includes some significant items of interest to MTC/ABAG noted below.

- \$20 billion over five years for homelessness prevention
- Housing affordability: provide funding for Senate housing package; provide emergency grants to low-income homeowners, incentivize earthquake retrofit with 75 percent funding match; financing tools for accessory dwelling units (ADUs); provide incentives to convert vacant or underused commercial and retail space to affordable housing
- New first-time homebuyer program to address the wealth gap
- Multi-year wildfire prevention funding
- Broadband – invest in infrastructure to achieve universal access. The ARP funds are specifically available for this purpose.
- \$2 billion to address the impacts of drought including access to drinking water, water efficiency, water conservation, groundwater management for agriculture and local and regional agencies, species protection, stormwater, and water recycling.

The Assembly Democrats' proposal—A Budget of Opportunity (link following <https://a19.asmdc.org/sites/a19.asmdc.org/files/pdf/budget-opportunity-fnl.pdf>)—includes a number of the same items listed in the Senate package (noted with an asterisk) as well as others of interest to MTC/ABAG including:

- At least \$500 million for zero-emission vehicles (ZEV) fueling and charging infrastructure and \$175 million from Greenhouse Gas Reduction Fund per year for three years to support the Clean Vehicle Rebate Program and help the state achieve the goal of 1.5 million ZEVs by 2025.
- \$20 billion over five years for homelessness prevention\*
- Unspecified amount for affordable housing\*
- Broadband: Eliminate gaps in service and make affordable\*

- Unspecified funding for climate adaptation and investment in parks, urban greening, drought resiliency, wildfire prevention and clean transportation programs and infrastructure
- Fully fund active transportation project backlog to expand bicycle use and improve pedestrian safety

Staff will provide an update at your meeting on the latest with the May Revise and budget discussions.

### **Advocacy Organization Proposals**

**Transportation** Transportation California (TC) has proposed a bold set of investments wholly consistent with our 2021 Advocacy Program. The full request is included as Attachment A. Most notably, they are supporting:

- \$2 billion for the Active Transportation Program
- \$1 billion for a new, Sustainable Communities Block Grant Program
- \$500 million for state and local transportation adaptation programs

The proposed Sustainable Communities Block Grant program builds on a \$250 million proposal advanced by Assembly Transportation Committee Chair Laura Friedman related to her bill AB 1147 which would establish such program. If the proposal gains momentum, the program would likely be established through a budget trailer bill instead. We and our fellow metropolitan planning organizations in Sacramento, San Diego and Southern California will send a joint letter of support for the TC proposal.

**Housing** There are multiple proposals being advanced within the Bay Area for additional affordable housing funding. The California Housing Partnership, Housing California, Nonprofit Housing Association of Northern California (NPH) and others have submitted a request for \$3 billion to support 140 shovel-ready affordable housing developments move to construction (Attachment B). Another request supported by those organizations as well as Enterprise Community Partners, Policy Link, Public Advocates and others is for \$500 million to fund the acquisition and preservation of occupied, currently unsubsidized multifamily housing so that it can be purchased and preserved as permanently affordable (Attachment C). In addition, our \$18.5 million budget request to support pilot programs to help launch the Bay Area Housing Finance Authority is under serious consideration and has been formally endorsed by 11 Bay Area legislators (Attachment D).

**Climate Resilience** In light of the surplus, there is also interest in funding climate adaptation needs through the budget process, rather than through a general obligation bond, such as proposed by AB 1500 (Item 3c on your agenda). To that end, staff have advocated that the budget include \$500 million for regional climate adaptation planning and infrastructure and have spearheaded a sign-on letter with other Bay Area agencies and organizations in support of this request. Note that this request is also included in the Transportation California budget proposal with a focus on transportation infrastructure.

**Attachments:** Attachment A: Transportation California budget proposal  
Attachment B: \$3 billion housing request  
Attachment C: \$500 million housing preservation request  
Attachment D: Legislative sign-on letter for BAHFA Budget Request

  
Therese W. McMillan



## **Stimulate Economic Recovery, Create Living-Wage Jobs, and Further Progress on California's Climate Goals Through Strategic Investments in Transportation Infrastructure**

### ***Proposal for 2021-22 State Budget Investments***

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California's multimodal transportation system is the backbone of the state economy. The movement of goods and services, including moving agriculture from farm-to-market, is essential to overall quality of life in the Golden State. It is the way Californians will get back to work, go to school, recreate, and start living again in a post-pandemic environment. But the state's network of highways, roads, bridges, bikeways, pedestrian pathways, and transit systems is also our future. They play an integral role in fighting the effects of climate change, improving air quality, providing a path to prosperity, and creating sustainable, vibrant communities. Fairly investing in infrastructure is always a wise investment – creating living-wage jobs and profoundly positive ripple effects throughout the economy.

The state has a unique opportunity to strategically invest in transportation infrastructure in the 2021-22 State Budget to support economic recovery, invest in programs and projects that will accelerate meeting California's ambitious climate goals, increase opportunities for biking and walking, and fix aging infrastructure to support affordable infill housing development. California is not on track to meet its climate changes goals, and in particular greenhouse gas (GHG) emissions from the transportation sector continue to grow. Numerous climate-related transportation programs are significantly oversubscribed, and a one-time investment of state general fund could advance hundreds of projects to fast-track meeting our GHG emission reduction targets.

California can use a modest portion of its one-time General Fund revenues and federal American Rescue Plan funds to make the following one-time investments:

#### **ACTIVE TRANSPORTATION PROGRAM (\$2 BILLION)**

The Active Transportation Program (ATP) invests in transportation projects and programs to increase the use and safety of active modes of transportation, such as biking and walking. Since its inception in 2013, the ATP program has funded over 800 projects across the state; over 400 of these projects are Safe Routes to Schools projects; and more than 89% of funding benefits disadvantaged communities. Despite recent investments into the program, including \$100 million annually from SB 1 and the local share of SB 1, the ATP is significantly oversubscribed. The CTC reports that only 49 projects out of 454 applications (just 11 percent) were funded in the latest cycle, leaving millions of dollars' worth of high-quality, ready-to-go projects on the table. A one-time investment would advance pre-judged, already high-scoring ATP projects that are just waiting for funding. Funding could also be used to support innovative community wide pilot projects to create complete bikeway networks or walkable community connectivity.

### **SUSTAINABLE COMMUNITIES BLOCK GRANT PROGRAM (\$1 BILLION)**

SB 375 (Chapter 328, Statutes of 2008) tasked California's 18 Metropolitan Planning Organizations (MPOs) with reducing GHG emissions from the transportation sector through transportation infrastructure investments and land use planning. While much progress has been made, regions are financially constrained in terms of advancing projects that will have transformative impacts in communities across California. The creation and funding of a dedicated Sustainable Communities Strategies Block Grant Program (SCSBG) to implement SB 375 is a game-changer. Regions could focus on the transformative projects that are most critical to create sustainable thriving low-GHG communities that can get overlooked in single-purpose funding programs. Examples include refurbishing underutilized retail spaces into walkable housing and retail neighborhoods, new transportation policies that connect key destinations (such as bus-rapid transit), active transportation projects including bicycle and pedestrian infrastructure, and expansion of transit services, just to name a few. A strict set of eligibility parameters ensures that all investments must help accelerate reductions toward the state's overarching climate, health, and equity goals. The SCSBG should also include a rural set-aside to ensure the program benefits the entire state and supports all regional sustainability efforts.

### **HIGHWAY BRIDGE PROGRAM — LOCAL BRIDGE AUGMENTATION (\$500 MILLION)**

The state and local governments own and operate over 25,000 bridges. Local governments are responsible for 12,105 bridges, 2,663 of which need rehabilitation or replacement. The Federal Highway Administration (FHWA) reports that California is not on target to meet performance goals. If these targets are missed, California loses some flexibility in how it spends other federal transportation funds. Local bridge projects are expensive, take many years to fund, are funded in large part by federal transportation dollars, and require a costly local match. There are nearly \$400 million in local bridge replacement and rehabilitation projects that could very quickly proceed to construction with additional funding, and the Highway Bridge Program could quickly identify additional projects for the remaining funds given the list of over 800 bridge projects currently in the approximately 18-year program.

### **TRADE CORRIDOR ENHANCEMENT PROGRAM (\$300 MILLION)**

The Trade Corridor Enhancement Program (TCEP) funds projects designed to move freight more efficiently on corridors with high volumes of freight. These projects increase the use of on-dock rail, improve safety by eliminating at-grade crossings, reduce impacts to surrounding communities, reduce border wait times, and increase rail capacity with double tracking. This is another program that was oversubscribed in the last funding round. This one-time investment of funds would fast-track high-scoring TCEP projects that improve the movement of goods on key freight corridors, increasing economic activity and the creation of jobs, while also reducing congestion, improving air quality, and reducing GHGs.

### **SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (\$300 MILLION)**

The Solutions for Congested Corridors Program (SCCP) provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. Eligible projects include improvements to state highways, local streets and roads, rail facilities, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. Program funds cannot be used to construct general purpose lanes on

a state highway. The CTC received project nominations totaling \$1.3 billion for an available \$494 million during the last funding cycle. A one-time investment of state funds will accelerate high-scoring projects that further progress on the state's congestion relief, air quality, and climate change goals.

### **STATE TRANSPORTATION IMPROVEMENT PROGRAM (\$500 MILLION)**

The State Transportation Improvement Program (STIP) is a major source of funding for state highway, intercity rail, and regional highway and transit capital improvements. The STIP includes projects that are nominated by Caltrans in its interregional transportation improvement program (ITIP) and a regional agency in its regional transportation improvement program (RTIP). STIP projects aid the state and regions in providing multimodal mobility options for Californians in every region across the state. Projects range from a new bikeway or roadway to a rail line expansion and help alleviate congestion, support the movement of goods and services, including agricultural products from farm to market and freight from our ports of entry, and living-wage jobs and a thriving economy. A one-time investment in the STIP will allow regions to accelerate high-priority multimodal transportation projects for their communities (often matching state dollars with local sales tax revenue) and fund critical Caltrans sponsored projects in the interregional transportation plan (this plan has been identified as a key source of funding to advance meeting the state's transportation related climate change goals).

### **HIGHWAY SAFETY IMPROVEMENT PROGRAM (\$250 MILLION)**

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The HSIP is also underfunded and would benefit for a one-time state investment into safety projects that will make travel in the state safer. This is another area where failure to meet federal safety targets affects state discretion in spending other federal transportation funds. Thus, the investment preserves state flexibility to invest other federal funding on projects that align with other state goals, like climate and equity.

### **STATE AND LOCAL TRANSPORTATION ADAPTATION PROGRAM (\$500 MILLION)**

Increasing temperatures, larger wildfires, heavier rainstorms, and rising sea levels and storm surges associated with climate change are posing a significant risk to the State's transportation infrastructure. Caltrans recently conducted a vulnerability assessment for the state highway system to examine various expected impacts due to climate change. Regional transportation planning agencies, counties, and cities have also evaluated climate related risk within their own communities and identified billions of dollars' worth of adaptation projects to protect communities, jobs, homes, and other critical assets. Building on the one-time adaptation grant program in SB 1, this program would support state and local transportation and other related infrastructure adaptation projects. Such investment would be an optimal use of one-time funding to make our transportation network more resilient to the impacts of climate change.

### **RESEARCH TO SUPPORT STATE CLIMATE CHANGE/TRANSPORTATION/HOUSING/HIGH-ROAD JOBS GOALS (\$10 MILLION)**

The UC ITS recently released the results of a much-anticipated study they were selected to lead after the 2019 Budget Act appropriated \$1.5 million to the California Environmental Protection Agency (CALEPA) to identify strategies to significantly reduce emissions from vehicles and to achieve carbon neutrality in the sector by 2045. The results of the study lay the groundwork for aiding the state in identifying additional strategies to reduce GHG emissions and achieve carbon neutrality within the transportation sector; however, significant informational and data gaps remain that must be addressed to support sound and responsible policymaking, particularly those that emphasize new policy mechanisms (e.g., pricing and land use policies that prioritize active transportation, mixed use, densification, etc.) and social as well as racial equity.

With a \$10 million investment, the UC ITS will support evidence-based policymaking through a three-year research and technical assistance program that addresses the aforementioned informational gaps as well as four strategic areas not fully captured in the study on achieving carbon neutrality in transportation: 1) strategic actions to support public transit and shared mobility recovery and long-term resilience; 2) policies to accelerate the use of zero emission vehicles (powered by electricity and hydrogen); 3) integration of emerging transportation technologies and service models (e.g., mobility wallets, microtransit, shared micromobility, shared automated mobility) with California's environmental, social, and economic policy priorities; and 4) policy trade-offs and implications for sustaining high road" jobs, supporting economic growth, and advancing social and racial equity while reducing GHG emissions from the transportation sector. An overarching focus is a technical assistance and knowledge transfer program across all four initiative areas to ensure research is translated into action.

### **INFILL INFRASTRUCTURE GRANT PROGRAM (\$500 MILLION)**

The cost of infrastructure associated with infill development is one of the most significant cost drivers when attempting to build affordable infill housing. It is also a primary constraint for state climate policy. This proposal includes support for Governor Newsom's January Budget proposal to fund the Infrastructure Infill Grant (IIG) Program with \$500 million in 2021-22. This funding should be used to fund the core infrastructure, like water, sewer, broadband, etc. that must be refurbished to rebuild neighborhoods and urban areas for the next century of living. By providing financial assistance for capital improvement projects to support infill housing development, this investment will support the development of critically needed affordable infill housing infill and dense development that supports robust transit, active transportation, public health, and equity goals.

### **ZERO-EMISSION VEHICLE INFRASTRUCTURE (\$1.5 BILLION)**

Support the Governor's January 2021-22 State Budget proposal to fund and accelerate the pace and scale of the construction of electric vehicle charging and hydrogen fueling stations necessary to accelerate zero-emission vehicle (ZEV) adoption. Provide \$1.5 billion total (\$1 billion for electric charging and \$500 million for hydrogen) to ensure adequate funding for ZEV infrastructure.



April 16, 2021

The Honorable Nancy Skinner  
Chair, Senate Budget Committee

The Honorable Phil Ting  
Chair, Assembly Budget Committee

The Honorable Anna Caballero  
Chair, Senate Budget Subcommittee #4

The Honorable Wendy Carrillo  
Chair, Assembly Budget Subcommittee #4

RE: Request for \$3 billion to allow 140 shovel-ready affordable housing developments to move immediately to construction

Dear Senators Skinner and Caballero, Assemblymembers Ting and Carrillo:

The undersigned members of the affordable housing community have coalesced around a primary budget request that would allow 140 shovel-ready affordable housing developments to move immediately to construction.

These developments all have received funding from the Department of Housing and Community Development (HCD) but are stuck waiting for oversubscribed low-income housing tax credits. A \$3 billion state investment could replace expected tax credit equity for these developments, allowing them to proceed. This investment would have the added benefit of unblocking the bottleneck at the Tax Credit Allocation Committee and the Debt Limit Allocation Committee, allowing future developments to access tax credits without delay. We have shared budget bill language with committee staff to accomplish this objective.

California has a historic opportunity to increase affordable housing production immediately and clear the decks for the next generation of developments. We strongly urge your support and are available for any questions or discussion. Thank you for your consideration.

Sincerely,

Mark Stivers  
California Housing Partnership

Marina Wiant  
California Housing Consortium



Chris Martin  
Housing California

Rob Wiener  
California Coalition on Rural Housing

Amie Fishman  
Non-Profit Housing Association of  
Northern California

Cesar Covarrubias  
Kennedy Commission

Cathy Creswell  
Sacramento Housing Alliance

Laura Nunn  
San Diego Housing Federation

Frank Martinez  
Southern California Association of  
Non Profit Housing



EAST BAY ASIAN LOCAL  
DEVELOPMENT CORPORATION



The Honorable Nancy Skinner, Chair  
Senate Committee on Budget & Fiscal Review  
State Capitol, Room 6026  
Sacramento, CA 95814

The Honorable Phil Ting, Chair  
Assembly Committee on Budget  
State Capitol, Room 5019  
Sacramento, CA 95814

The Honorable Anna Caballero, Chair  
Senate Budget Subcommittee #4  
State Capitol, Room 5052  
Sacramento, CA 95814

The Honorable Wendy Carrillo, Chair  
Assembly Budget Subcommittee #4  
State Capitol, Room 4167  
Sacramento, CA 95814

The Honorable Joaquin Arambula, Chair  
Assembly Budget Subcommittee #1  
California State Assembly  
State Capitol, Room 5155  
Sacramento, CA 95814

The Honorable Susan Talamantes Eggman, Chair  
Senate Budget Subcommittee #3  
California State Senate  
State Capitol, Room 4052  
Sacramento, CA 9581

**Re: Request to Fund for Acquisition and Preservation of Unsubsidized Affordable Housing**

Dear Chairpersons Skinner, Ting, Caballero, Carrillo, Arambula, and Eggman:

We, the undersigned California elected officials and organizations, respectfully request that you include \$500 million in the FY 2021 -2022 budget to provide funding for the acquisition and preservation of occupied, currently unsubsidized multifamily housing, which mission-driven organizations can purchase and preserve as permanently affordable.

**Affordable, private market rental housing, where the overwhelming majority of low-income Californians live, is disappearing rapidly as residents are priced out and pushed out of their homes and communities.**

This housing, referred to as “unsubsidized affordable housing” is essential; although not currently deed-restricted or publicly subsidized, it is rented at levels more affordable to low-income Californians. The Bay Area alone lost roughly 32,000 unsubsidized affordable homes annually between 2012-2017, and between 2000-2020 the City of San Diego lost an estimated 72 percent of its unsubsidized housing stock available to residents at very low-income levels. This loss of unsubsidized affordable housing stock is especially acute as small, more community-minded landlords sell buildings to larger, investor-owned real estate companies. As a result, there are fewer and fewer affordable options for low-income Californians, disproportionately people of color, and new affordable housing production is not keeping pace with this loss.

**To stem this displacement and loss of affordability, local communities across California have begun acquiring this unsubsidized affordable housing and preserving it as permanently affordable housing. This successful, place-based strategy keeps vulnerable Californians housed while growing the supply of deed-restricted affordable housing.** Acquisition and preservation leverages many of the same benefits of the State’s other preservation efforts, like Project Homekey, specifically speed, lower costs, and taking properties off of the speculative market and into permanent affordable stewardship by attaching long-term affordability restrictions. Washington, D.C., using similar strategies to the ones outlined below, preserved 3,500 homes between 2002-2018. Here in California, hundreds of homes have been acquired and preserved as affordable housing across San Francisco, Oakland, San Mateo County, and Los Angeles. These homes generally come under mission-driven stewardship by community development corporations, affordable housing developers, community land trusts, or residents. Local programs have demonstrated that acquisition and preservation is a fast and cost-effective strategy to prevent displacement and homelessness and expand the supply of affordable housing, but funding and policies to support these efforts are still limited.

**Local jurisdictions are increasingly investing in this work, but State dollars are critical to leverage local enthusiasm and ensure equitable impact across the State. A new State investment would be the first time there is a dedicated State funding source for acquisition and preservation of occupied, currently unsubsidized affordable housing -- no State programs are currently designed specifically for this purpose.**

**Therefore, to meaningfully support this work across the state, we respectfully request a \$500 million investment in a holistic funding strategy for the acquisition and preservation of occupied, currently unsubsidized multifamily housing that mission-driven organizations can purchase and preserve as permanently affordable.** This investment can help put our state on path for a more equitable recovery from the COVID-19 pandemic and for long-term resilience -- preventing current residents from displacement and homelessness and preserving more of our housing stock as permanently affordable to protect it from future shocks and speculation. This program would leverage the State’s partnerships with Community Development Financial Institutions (CDFI’s) to provide quickly deployable acquisition capital to efficiently purchase properties at the speed of the private market. The program would also provide mid- to-long-term gap subsidy financing designed to ensure long-term affordability and sustainability for the spectrum of organizations engaged in this work, including traditional affordable housing developers, community development corporations, community land trusts, and more. Finally, in order to ensure effective and equitable implementation of new capital funding for acquisition and preservation, using a small portion of these funds (\$800,000) to resource an intentional investment in technical assistance and capacity building for organizations and public agencies engaged in this work is essential ([SB 490](#)).

Thank you for your consideration of this request.

Respectfully,

California Community Land Trust Network  
California Housing Partnership  
California Reinvestment Coalition  
Chan Zuckerberg Initiative  
East Bay Asian Local Development Corporation  
Enterprise Community Partners  
Housing California  
Non-Profit Housing Association of Northern California  
Northern California Land Trust  
PolicyLink  
Public Advocates  
Sacramento Community Land Trust  
SF Council of Community Housing Organizations  
The Beverly-Vermont Community Land Trust



March 19, 2021

The Honorable Nancy Skinner  
Chair, Senate Budget & Fiscal Review Committee  
State Capitol, Room 5019  
Sacramento, CA 95814

The Honorable Anna M. Caballero  
Chair, Senate Budget Subcommittee #4  
State Capitol, Room 5052  
Sacramento, CA 95814

The Honorable Philip Y. Ting  
Chair, Assembly Budget Committee  
State Capitol, Room 6026  
Sacramento, CA 95814

The Honorable Wendy Carrillo  
Chair, Assembly Budget Subcommittee #3  
State Capitol, 4167  
Sacramento, CA 95814

**RE: Budget Request: \$18.5 Million to Support Bay Area Affordable Housing Pilot Programs**

Dear Senator Skinner, Senator Caballero, Assemblymember Ting and Assemblymember Carrillo:

As you well know, the Bay Area's housing crisis isn't just a San Francisco problem, an Oakland problem, a Silicon Valley problem, or a North Bay problem; it's a regional crisis that requires regional coordination and resources to make change at scale. This was the rationale for the establishment of the Bay Area Housing Finance Authority (BAHFA) by AB 1487 (Chiu, Chapter 598) in 2019. The bill authorizes BAHFA—which is jointly governed and staffed by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) - to provide technical assistance and coordination to local jurisdictions to meet their housing needs and enables regional ballot measures to help fund housing affordability and stability across the 3Ps of tenant **protection, production, and preservation**.

We, the undersigned members, support the request by MTC and ABAG for BAHFA to receive \$18.5 million in general fund monies in this year's FY 2021-22 State Budget. This modest amount of one-time funding is a small down payment that will pay significant dividends in just a few years. While BAHFA had hoped to place a measure on the ballot last November, the pandemic caused voter support to fall below the two-thirds margin necessary for a successful regional housing measure. As a result, the Bay Area may have to wait until 2024 before voters will have the opportunity to approve significant new housing funds regionwide.

Despite this delay, there is an opportunity right now to empower the Bay Area to break ground on the transformative regional housing approach made possible with BAHFA. MTC and ABAG have identified five pilot programs that will enable the region to address urgent housing challenges facing Bay Area residents, such as the risks of displacement due to rent increases, while helping to ready the region to effectively and equitably deploy significant capital from a future regional ballot measure. A seed investment of \$18.5 million to launch the five pilot programs will work to sustain the momentum of grassroots support and philanthropic interest in BAHFA and begin to develop the programs and strategies that will ultimately be funded by a regional measure. The program could be funded by a modest contribution from the General Fund or other funding sources available for affordable housing. These five pilot projects are:

1. **Doorway – online platform to connect residents to opportunities for affordable homes across the region (\$5.3 million).** Through a coordinated regional housing online portal, Doorway will result in a simple and equitable way for residents to find and apply for affordable homes throughout the Bay Area – replacing an archaic project-by-project, paper-application system that exists in most of the region today. This tool will also provide useful data to inform effective housing policies and practices, such as local preference policies, and attract additional resources for affordable homes.
2. **Affordable Housing Pipeline – database to track the production and preservation of affordable homes (\$2 million).** Real-time data will allow the region to quantify the number of affordable homes in all stages of development and estimate the gap funding need across the nine Bay Area counties. The database will allow the region to develop a detailed financing strategy to most efficiently unlock 25,650 affordable homes that can house over 352,000 individuals and families for decades to come.
3. **Affordable Housing Preservation Strategy – financing and technical assistance to support and scale anti-displacement efforts (\$3.4 million), plus \$5 million in capital funding for property acquisition (Total \$8.4 million).** To help stop the rampant displacement and gentrification that has been displacing low-income, black, Indigenous and people of color communities, BAHFA will restructure and expand existing regional preservation finance tools for greater impact to help hundreds of Bay Area families remain in their homes and communities. BAHFA will also pilot preservation technical assistance collaboratives in partnership with local jurisdictions and community-based organizations pursuing acquisition-rehabilitation projects. With \$5 million in capital funding, BAHFA will be able to preserve existing affordable housing directly and apply this experience to the development of regional preservation financing tools.
4. **Rental Assistance Network – coordination and best practices for effective deployment of rental assistance (\$1.4 million).** BAHFA will develop a regional network of rental and mortgage assistance providers to deploy funds more efficiently and effectively. By developing standardized regional best practices and encouraging regionwide data collection and evaluation, BAHFA will ensure that Bay Area residents in greatest need of financial support to remain in their homes can better access the resources they need. This pilot will dovetail with the regional homelessness prevention system and position BAHFA as a nexus

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between the rental assistance and homelessness prevention networks to promote an integrated, enhanced social safety net to keep residents in their homes and off the streets.

5. **Homelessness Prevention System – integrated resources and services to keep people housed (\$1.4 million).** The Regional Homelessness Prevention System Pilot is an effort now underway to design and implement a coordinated homelessness prevention strategy across the Bay Area. This effort is currently led by the nonprofit All Home, with BAHFA joining as a partner to design the program. The pilot will unlock new opportunities to attract and leverage private funds and leverage state and federal funds to keep Californians housed.

To summarize, we request your support for this modest appropriation of \$18.5 million in funds for the five pilot projects described above. Collectively, these projects will help address the Bay Area's immediate affordable housing displacement challenges, coordinate the work of our 109 cities and nine counties across the 3Ps, and build the data tools and technical capacity at BAHFA so it can help create a future in the Bay Area where every resident has access to a safe, stable and affordable home. If you have any questions regarding this request, please contact Krista Pfefferkorn in Senator Wiener's office at (916) 806-0506.

Sincerely,



**Scott Wiener**  
Senator, 11<sup>th</sup> District



**David Chiu**  
Assemblymember, 17<sup>th</sup> District



**Kevin Mullin**  
Assemblymember, 22<sup>nd</sup> District



**Robert Rivas**  
Assemblymember, 30<sup>th</sup> District



**Ash Kalra**  
Assemblymember, 27<sup>th</sup> District



**Bill Quirk**  
Assemblymember, 20<sup>th</sup> District



**Marc Berman**  
Assemblymember, 24<sup>th</sup> District



**Buffy Wicks**  
Assemblymember, 15<sup>th</sup> District

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A handwritten signature in black ink, appearing to read "Josh Becker". The signature is fluid and cursive, with the first name "Josh" and last name "Becker" clearly distinguishable.

**Josh Becker**  
Senator, 13<sup>th</sup> District

A handwritten signature in black ink, appearing to read "Dave Cortese". The signature is cursive, with "Dave" and "Cortese" written in a flowing style.

**Dave Cortese**  
Senator, 15<sup>th</sup> District

A handwritten signature in blue ink, appearing to read "Rob Bonta". The signature is cursive, with "Rob" and "Bonta" written in a clear, flowing script.

**Rob Bonta**  
Assemblymember, 18<sup>th</sup> District