



California's Affordable Housing and Sustainable Communities Program AHSC Impact Report, Rounds 1 to 7



CALIFORNIA HOUSING PARTNERSHIP

www.chpc.net

The State created the California Housing Partnership (the Partnership) in 1988 as a private nonprofit organization with a public mission: to help preserve and expand California’s supply of affordable homes and to provide leadership on affordable housing policy and resource issues. The California Housing Partnership is unique in combining on-the-ground technical assistance with applied research and policy leadership at the state and national level. Since 1988, the Partnership has helped more than a hundred California nonprofit and government housing agencies leverage more than \$35 billion in public and private financing that resulted in the creation or preservation of more than 93,000 homes affordable to low-income Californians. The Partnership has provided financial technical assistance to dozens of AHSC applicants since the program was formed in 2014. The Partnership was part of the initial advocacy for the creation of the program—co-authoring research initially with TransForm and the Center for Neighborhood Technology and later with Enterprise Community Partners.

ENTERPRISE COMMUNITY PARTNERS

enterprisecommunity.org/about/where-we-work/northern-california

Enterprise Community Partners (Enterprise) is a national nonprofit that develops technical and capacity building programs, advocates for policies, and delivers the capital to create and preserve affordable housing for low-income families. Our vision is that one day, all people—regardless of race, income, or zip code—will live in vibrant, inclusive communities. Over the last 40 years, Enterprise has worked across California to invest \$7 billion through Low Income Housing Tax Credits, grants, and loans to provide residents with high-quality affordable homes and strengthen community-based resources. We also provide technical assistance and capacity building support to affordable housing developers, public sector agencies, and community-based organizations, which provides us with both an in-depth and wide-reaching look at opportunities and challenges for affordable housing across the state. Enterprise is one of the leading technical assistance providers for AHSC. After advocating for the creation of the program, Enterprise launched its AHSC practice in 2014 and has grown its practice to provide comprehensive technical assistance to AHSC applicant teams statewide. Enterprise provided technical assistance to 16 out of the 21 awarded applicants in Round 7 of AHSC funding.

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THE AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

The Affordable Housing and Sustainable Communities program (AHSC) was established in 2014 with the primary goal of reducing greenhouse gas (GHG) emissions by financing integrated projects that include affordable housing, transportation, urban greening, and community programming. By creating holistic, affordable developments that encourage walking, biking, and public transit use, AHSC projects have been influential in changing development and land-use patterns in California to foster more equitable and sustainable communities.



\$3.2 billion
in investments



17,878
affordable homes



294 miles
new and improved bike
lanes and 882 new
public transit vehicles



5.2 million
metric tons of GHG
emissions avoided

Over the course of seven rounds of funding, the AHSC Program has invested \$3.2 billion in 185 catalytic developments across California.

The AHSC program funds integrated affordable housing and low-carbon transportation projects that seek to reduce greenhouse gas (GHG) emissions throughout the state. To date, AHSC has produced 17,878 transit-oriented affordable homes for low-income individuals and families across 185 developments. AHSC has also invested in 294 miles of new and improved bike lanes and 882 new buses, vans, or shuttles for public transit. These investments have resulted in 5.2 million metric tons of greenhouse gas emissions avoided and 37,817 cars removed from the road each year.

AHSC investments are designed to benefit individuals, families, and communities across California with the greatest needs.

The nearly 18,000 affordable homes produced through AHSC serve the individuals and families most impacted by the rising housing affordability and homelessness crisis in California. Of these homes, 16 percent are permanent supportive housing serving formerly homeless households and 33 percent serve extremely low-income households. To help address historic and persistent

environmental harms and community disinvestment, at least 55 percent of AHSC investments are also required to benefit or be located within disadvantaged communities, also known as DACs. Over the last seven funding rounds, 61 percent of affordable housing developments will be located in or benefit DACs. These developments come with transportation improvements that connect residents to amenities, services, and economic opportunities, as well as direct economic benefits in the form of earned wages and taxes.

AHSC developments serve California's diverse communities, including rural, suburban, and urban areas.

Successful AHSC projects are tailored to address the needs of local communities informed by extensive community engagement. As a result, AHSC has funded a wide array of transformative projects, ranging from farmworker housing paired with vanpool services to high-density infill affordable housing development adjacent to a rapid transit station. AHSC's intentional design acknowledges that in order to make significant progress in reducing greenhouse gas emissions, investments need to meet communities where they are, and that it is necessary and possible to change development patterns in all parts of the state.

AHSC plays a critical role in California's affordable housing finance system.

AHSC's 20% continuous appropriation from California's Greenhouse Gas Reduction Fund (GGRF) makes it the most significant source of stable, ongoing funding for affordable housing in the state, and therefore an integral part of the affordable housing finance system. It is one of the few affordable housing programs with an ongoing dedicated revenue source, helping provide predictability and stability for the affordable

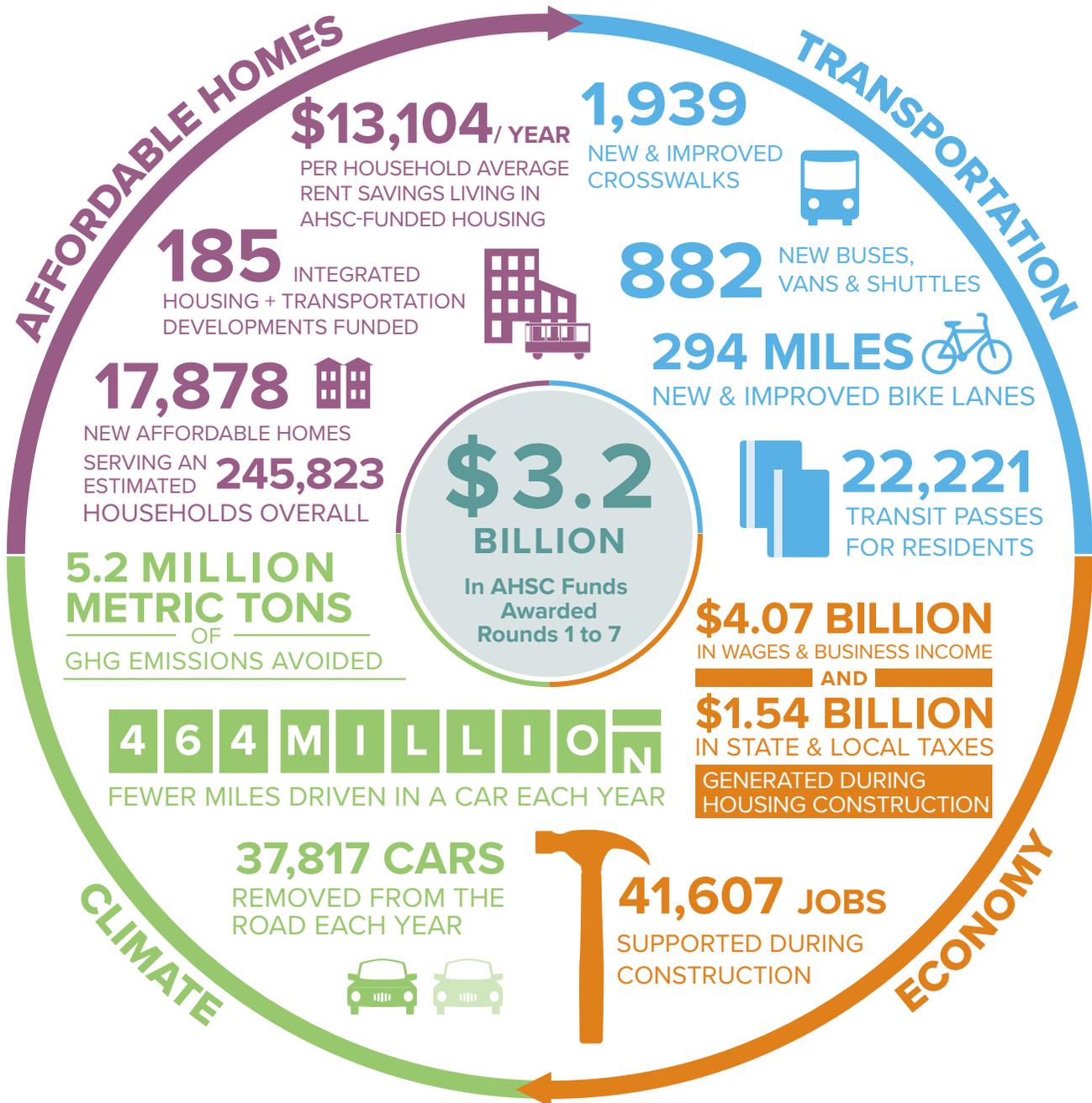
housing sector. This is a stark contrast to other programs that rely on an annual allocation from the state budget or time-limited funding from voter-approved bonds. The program also enables developers to leverage federal resources, such as Low-Income Housing Tax Credits, that would otherwise be left unclaimed. AHSC's predictability allows affordable housing developers to organize a pipeline of affordable homes that could apply for AHSC funding in future rounds to meet the needs of low-income Californians.

What Does AHSC Fund?



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM IMPACT TO DATE, ROUNDS 1 – 7

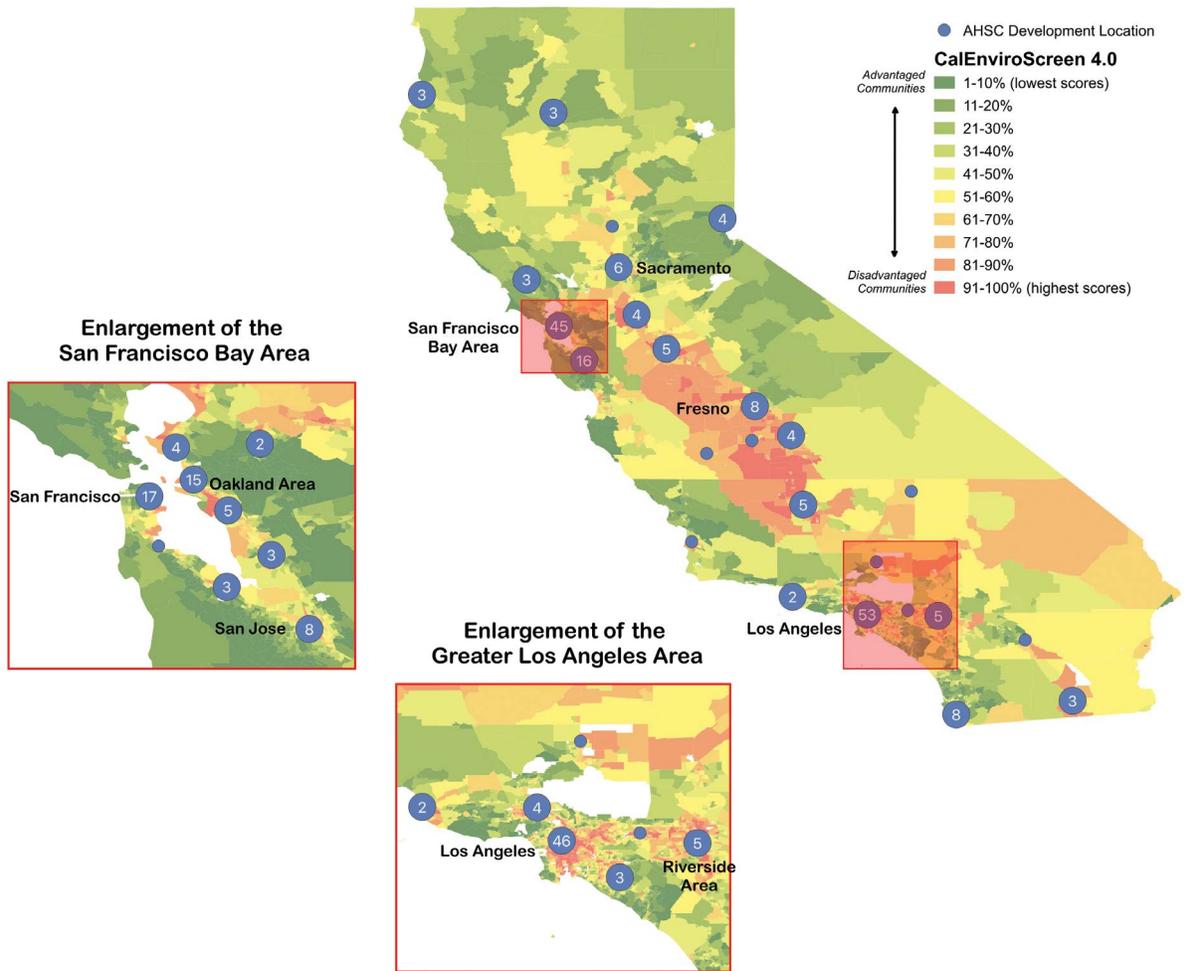
The Affordable Housing and Sustainable Communities (AHSC) program integrates housing, transportation, climate, and workforce investments to forward our state's climate goals, while providing substantial benefits to Californians with low incomes living in underserved communities.



The Affordable Housing and Sustainable Communities (AHSC) program is administered by the California Strategic Growth Council (SGC) and implemented by the California Department of Housing and Community Development (HCD).

MAP OF AHSC DEVELOPMENTS ROUNDS 1 – 7

Over the first seven rounds of awards, AHSC has funded 185 integrated affordable housing and transportation developments across California, the majority of which benefit people living in disadvantaged communities. 64 percent of AHSC-funded developments are located in the top 30 percent of census tracts with the highest burden of pollution, as defined by the CalEnviroScreen 4.0, see Table 1 on page 8.

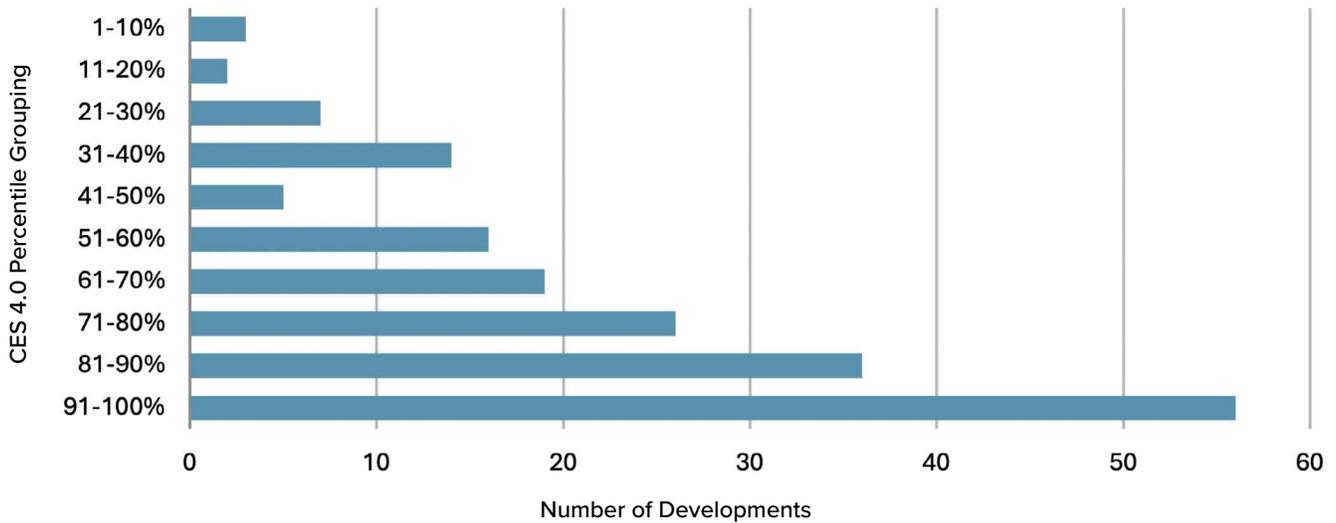


Source: California Housing Partnership mapping of AHSC-funded developments, Rounds 1-7. Development locations are overlaid on the CalEnviroScreen 4.0 map (see website: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>), which identifies California communities that are “disadvantaged” or disproportionately burdened by sources of pollution, as well as where people are especially vulnerable to pollution’s effects due to socioeconomic factors. AHSC is specifically designed to fund developments that directly benefit these “disadvantaged” communities (also known as “DACs”)—at least 55 percent of AHSC funds are required to benefit or be located within a DAC. Currently, 2,310 census tracts throughout California have been identified as DACs. Assembly Bill 1550 built upon these provisions by imposing additional requirements for AHSC funds to benefit “low-income communities.”

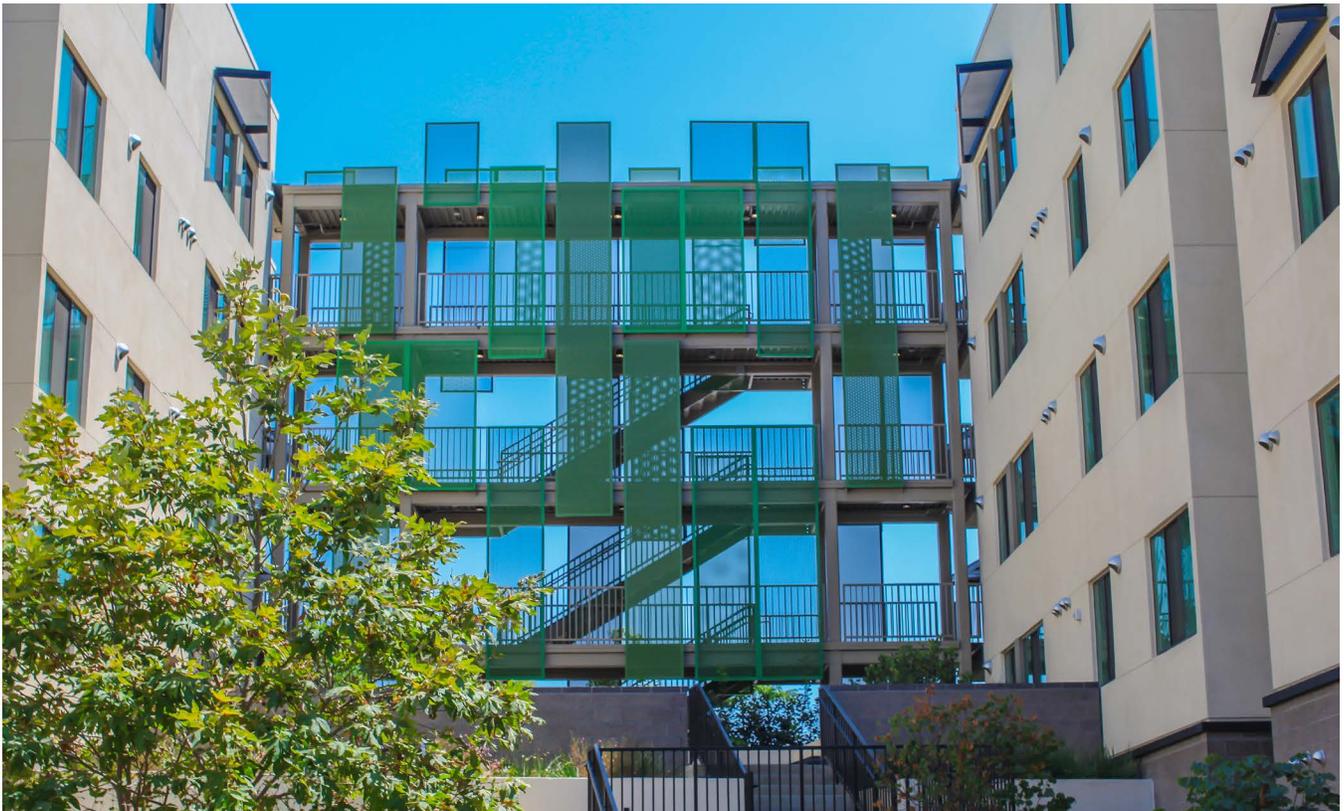
Note: Each blue dot represents a single AHSC-funded development. When there is a high concentration of AHSC-funded developments in close proximity, the number of developments is enclosed in a blue circle.

MAP OF AHSC DEVELOPMENTS ROUNDS 1 – 7 (continued)

Table 1: Number of AHSC Developments by CalEnviroScreen 4.0 Percentile Grouping



Source: California Housing Partnership mapping of AHSC-funded developments, Rounds 1-7. CalEnviroScreen 4.0 data from the California Office of Environmental Health Hazard Assessment (Website: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>)



RESIDENTS AND COMMUNITY BENEFITS



Over the past seven rounds, AHSC has consistently demonstrated what integrated, holistic developments could look like by bringing together affordable housing and transportation infrastructure improvements. The patterns in which communities are developed have significant impacts on the climate, access to opportunity, and livability. In providing stable, affordable homes and encouraging residents to minimize car usage, the AHSC program reduces greenhouse gas emissions and helps improve air quality and mitigate climate change. The availability of different modes of transportation, including walking, biking, and public transit – as well as connectivity to services, community amenities, and job centers – strengthens local networks and provides access to economic opportunities. These investments support local jobs and businesses, boosting the local economy.

Technical Assistance

The AHSC Technical Assistance (TA) program provides intensive and customized support to applicant teams across California. Strong applications to the AHSC program require multi-sectoral collaboration of teams across housing and transportation, utilizing innovative problem-solving and tools to create well-developed, transit-oriented and affordable communities. The TA program equips applicant teams with the relevant expertise, tools, and guidance to develop these competitive, high-quality applications. Furthermore, it expands access to the program by providing support to lower-capacity jurisdictions or applicant teams that do not have the previous experience or technical expertise to address the requirements of the program. In doing so, a more diverse range of communities are able to benefit from AHSC investments, recognizing that equitable access to these funds is essential to fulfilling the goals of the program.

Reducing Greenhouse Gas Emissions, Improving Air Quality and Mitigating Climate Change

Currently, California is not on track to reach the mandated emissions reductions necessary to meet the climate commitments as outlined in SB 375, according to California Air Resources Board (ARB) researchers in a 2022 report.¹ A key strategy to meet emission reduction goals in the state is to create affordable housing that provides more opportunities for low-income families to reduce their driving, remain in their communities, and access transit easily. Previous research shows that transit-oriented communities, meaning those that locate homes near transit, jobs, and community amenities, is one of the most effective ways to help reduce greenhouse gas emissions (for more information on this research, see Appendix B). In addition, the AHSC program helps to coordinate land-use planning, transportation, and housing with the State's climate goals. AHSC-funded developments are projected to reduce GHG emissions by **5.2 million metric tons of CO₂** and reduce the number of local car trips residents are expected to take by about **37,800**.² AHSC helps decrease GHG emissions by reducing residents' dependence on personal cars by improving their access to new transit, biking, and walking infrastructure.³

AHSC also improves local air quality and public health. The typical AHSC property funded in Round 7 will remove approximately **9,950 pounds of local air pollutant emissions** (median value) by reducing local car trips and other air pollution reducing measures. Much of this reduction in air pollutants will benefit predominately disadvantaged and low-income communities that already suffer from high pollution.⁴

Properties funded by the AHSC program have generally become more efficient at reducing GHG



17,878 homes

affordable, new and connected to transportation, jobs, and resources



37,817 car trips

removed from the road annually



5.2 million

metric tons of GHG emissions avoided

emissions over time. For example, from Round 2 to Round 7, the median estimated GHG emission reduction per property increased by 123 percent—from 13,421 to 29,958 metric tons of CO₂. However, the median estimated GHG emission reduction per property decreased slightly from Round 6 to Round 7 by 9 percent—from 32,850 to 29,958 metric tons of CO₂ (see Table 1). This modest decline between Rounds 6 and 7 can be attributed entirely to the drop in transit ridership due to the COVID-19 pandemic.⁵ Transit GHG reductions are quantified based on ridership projections from transit agencies, and previous AHSC rounds used pre-pandemic ridership projections. Round 7 was the first round in which GHG quantification was done using post-pandemic ridership projections, and dramatically reduced ridership projections resulted in significantly lower GHG reductions for any given AHSC-funded transit investment component. As the majority of GHG reductions in a winning AHSC application tend to come from transit-related GHG reductions, this had a significant impact on overall GHG reductions in Rounds 6 and 7.

Table 2: Greenhouse Gas Emission Reductions (MT CO₂e)

	ROUND 2	ROUND 3	ROUND 4*	ROUND 5	ROUND 6	ROUND 7**
Number of Awarded Developments	25	19	25	26	37	21
Total GHG Reduction (All Developments)	356,794	478,921	554,902	832,748	1,410,840	820,060
Median GHG Reduction (Per Development)	13,421	13,607 (+1%)	19,470 (+43%)	27,801 (+43%)	32,850 (+18%)	29,958 (-9%)

*Between Rounds 3 and 4, the California Air Resources Board updated the quantitative methodology to include GHG emission reduction estimates from solar PV electricity generation. This additional source of GHG reductions represented 5 percent of total GHG emission reductions.

**Previous versions of this report provided the median GHG reduction per \$1,000 of AHSC funding. However, due to a program guideline change between Rounds 6 and 7 that significantly increased the per-project AHSC maximum request, this ratio is no longer comparable across rounds. For reference, the median GHG reduction per \$1,000 of AHSC funding in Round 7 was 0.77.

Inequitable Exposure to Pollution

A high level of air pollution puts residents at greater risk of respiratory illnesses like asthma, increases health care costs for individuals and communities, and also disproportionately impacts Latinx, Black, Asian, and low-income communities in the state.^{6,7} On average, Latinx, Black, and Asian Californians are exposed to 43, 39, and 21 percent higher rates of vehicular-caused air pollution than white Californians.⁸ Additionally, lowest-income households experience a 10 percent higher exposure to particulate matter air pollution in their neighborhoods than the state average, while highest-income households fall 13 percent below the state average.⁹ Passenger vehicles produce a significant amount of harmful air pollution and climate changing emissions, such as nitrogen oxides, carbon monoxide, carbon dioxide, and other smog-forming emissions. Thus given the harmful climate impacts of emissions caused by passenger vehicle usage, one of the goals of the AHSC program is to significantly reduce local car trips, thereby helping to improve local air quality.

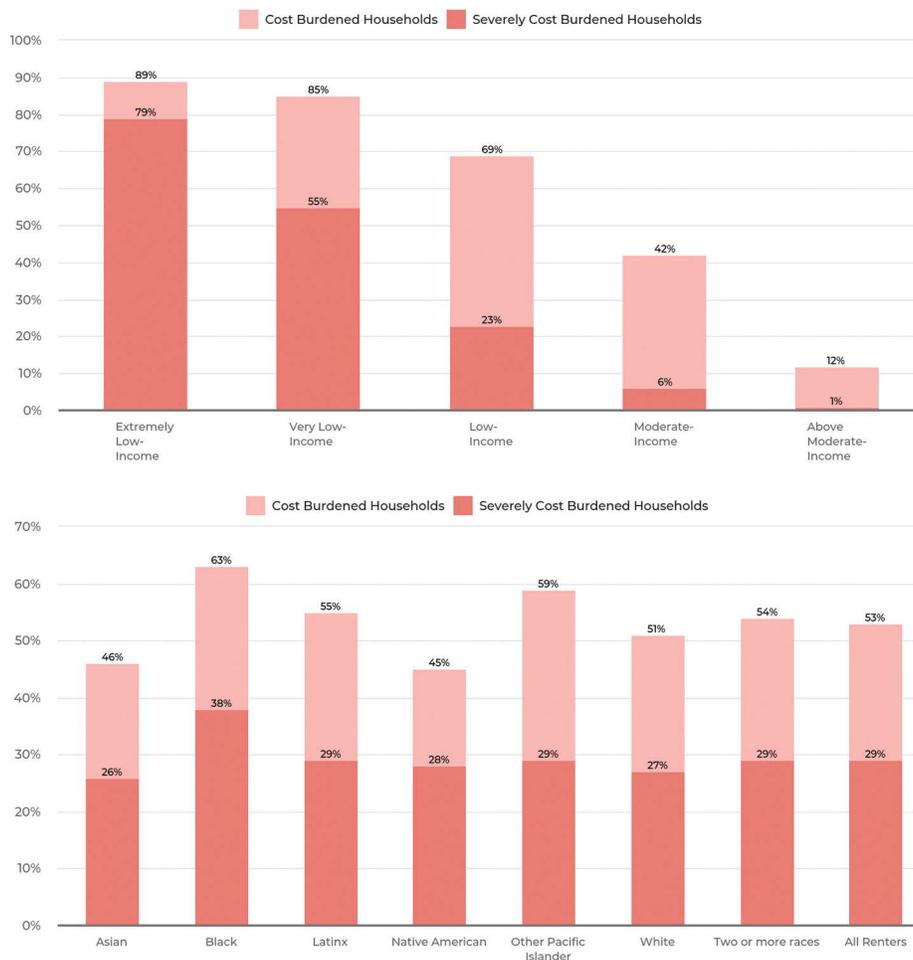
The AHSC program also incentivizes projects to utilize resiliency strategies to help prepare communities for the inevitable and actively-occurring impacts of climate change. For example, one strategy to protect against extreme heat events is to plant trees and vegetation to help shade building surfaces, deflect radiation from the sun, and filter the air.¹⁰ In Round 7, 13 of the 21 awardees (about two-thirds) committed to planting trees or vegetation to mitigate heat islands and filter air. Other common strategies for increasing community climate resiliency include conserving water and planting drought-tolerant landscaping to adapt to drying climates; reducing electrical grid demand and household costs associated with cooling; and enhancing insulation, air filtration, and ventilation technologies in the housing elements of the development.

Building Stable, Affordable Homes

According to the California Housing Partnership’s “California Affordable Housing Needs Report 2024”, housing instability and unaffordability are ever-present issues for Californians and are most severe for low-income renters. 1.31 million low-income California households lack access to an affordable home.¹¹ More than half (55 percent) of all renter households in California are cost-burdened, meaning they spend more than 30 percent of their income on housing costs.¹² This cost burden is particularly acute for renter

households that fall below the median income: 89 percent of extremely low-income renter households, 85 percent of very low-income renter households, and 69 percent of low-income renter households are cost-burdened.^{13, 14} Due in large part to California’s history of structural racism, racial and ethnic minorities are more likely to experience housing cost burdens, homelessness, and housing instability and are less likely to own homes and acquire wealth.¹⁵

Figures 3 and 4: Cost burden and severe cost burden for renter households in California by income group and race/ethnicity



Source: California Housing Partnership 2023 Housing Needs Dashboard. <https://chpc.net/housingneeds/>.

*Cost burdened households spend 30% or more of their income towards housing costs. Severely cost burdened households spend more than 50%.

Over the current course of the program, **AHSC has funded and will produce nearly 18,000 new affordable, climate-friendly homes near high-quality transportation investments.** Residents of AHSC-funded developments will save on average **\$873 per household per month** compared to what they would face on the private market and generate approximately **\$10.2 billion in total household savings** over the program's 55-year affordability terms.¹⁶ The rent savings that residents living in AHSC-funded developments receive will also allow them to pay more towards other essentials such as health care, food, child care, and transportation.

The COVID-19 pandemic has worsened the economic outlook that many low-income households, especially people of color, have been and are facing in California. As of February 5th, 2024, it is estimated that 11 percent of Californians report they are not caught up on rent payments from last month.¹⁷ Additionally, 29 percent of renters anticipate the likelihood of facing an eviction in the next two months as "somewhat" or "very" likely. The unprecedented hardships and challenges created by the COVID-19 pandemic reinforce the need for creative and integrated approaches to solving housing affordability issues and the climate crisis. The AHSC program helps address this need by serving some of the lowest income households, with 33% of the affordable homes funded through the program serving extremely low-income households and 16% are built as permanent supportive housing serving formerly homeless households.



\$13,104
per household average annual rent savings living in AHSC-funded housing



185 developments
with integrated housing and transportation



245,823 households
with access to an AHSC-funded affordable home

Leveraging Local, Federal, and Private Investments

In Round 7, AHSC-awarded developments leveraged **\$1.6 billion** in local, federal, private, and other non-AHSC state sources. AHSC helps the State leverage sources such as federal 4% Low-Income Housing Tax Credits (LIHTCs) and locally-generated bond funding for affordable housing (e.g., Alameda County's 2016 Measure A-1 Housing Bond). In this latest round, AHSC funding accounted for 33 percent of the total development costs of all projects, with a median leverage ratio of 33 percent across the awarded projects. In addition to the \$770 million in AHSC funding awarded, these projects also drew \$904 million and \$62 million in 4% and 9% tax credit equity, respectively. The AHSC program's predictability due to having a continual appropriation from the State's Greenhouse Gas Reduction Fund allows developers to push forward projects that draw down a substantial amount of federal LIHTC investment, among additional local, state, and private funding, that would otherwise be left unclaimed.

Investing in Local Economies

To help keep as much of the economic benefit as possible in the community, AHSC's scoring incentives ensure that local businesses benefit from the program's investments in communities. For example, from Rounds 1 through 7, AHSC-funded developments **during construction** will support an **estimated nearly 42,000 jobs**, create more than **\$4.1 billion in wages and business income**, and generate more than **\$1.5 billion in revenue for state and local governments**. **Each year after construction**, these developments will support an **additional 11,890 jobs**, create more than **\$986 million in wages and business income**, and generate more than **\$281 million in annual revenue for state and local government**.¹⁸ All of these estimated impacts from AHSC-funded developments help stimulate further economic activity both for residents, communities, and the surrounding regions.

In addition, high labor standards (including prevailing wage), local workforce development,



41,607 jobs
supported during construction



\$4.1 billion
in wages and business income



\$1.5 billion
in state and local government revenues

and hiring practices are common for AHSC-funded developments. For Round 7, a number of awardees plan to establish partnerships with existing community-based workforce development and job training programs. These programs will support in the recruitment, training, and hiring of residents and community members, providing these individuals with access to quality instruction and strong networks that expands each person's work and career opportunities.



Expanding Transportation Infrastructure and Connectivity to Jobs and Resources

Locating affordable housing near transit positively impacts the environment and the health and well-being of residents.¹⁹ A primary goal of the AHSC program is to increase transit infrastructure and healthy mobility options to enable residents of funded developments and the surrounding community more opportunities and incentives to bike, walk, or use public transit instead of relying on cars. AHSC awardees are also required to provide transit passes to residents for at least three years.²⁰ Over the course of 6 rounds of funding, AHSC has made investments in transportation facility and route improvements including 242 miles of new and improved bikeways, 1,589 new and improved crosswalks, lighting, signage, bus shelters, and bicycle parking on public transit.²¹ The AHSC program has also funded 732 new buses, vans, and shuttles to improve access to public transit.



22,221 transit passes
made available for residents



1,939 crosswalks
newly added or improved



294 miles
of bikeways new and improved

Commitment to Investment Without Displacement

While achieving ambitious climate goals, the AHSC program works to ensure that no members of the community are displaced where AHSC developments are built. When new transit and infrastructure is built many low-income households and locally-owned businesses fear displacement from their neighborhood. A study found that transit-rich neighborhoods often experience a destabilizing increase in housing costs, which results in a loss of low-income households.²² For example, rising housing costs in San Francisco and Alameda County have forced many low-income and BIPOC residents to relocate to Solano County, eastern Contra Costa County, and southern Alameda County.²³

The AHSC program seeks to mitigate displacement by including scoring incentives for applicants who adopt project-level anti-displacement strategies. In round 7, anti-displacement programs included non-profit- and locality-led anti-displacement trainings, landlord-tenant anti-discrimination mediation services, financial self-sufficiency programming, and eviction prevention and defense services. The AHSC program is designed to combat displacement to help keep low-income families and local businesses in their communities while improving their access to transit and other opportunities.

Engaging Communities and Collaborating across Sectors

The holistic, transit-oriented developments that AHSC funds require close coordination across different sectors, with partners including affordable housing developers, transportation agencies, local governments, and community-based organizations. Each AHSC project is a testament to robust partnerships and collaboration among many organizations that might not regularly work with one another. Among successful Round 7 co-applicant teams, there were at least:

- 19 housing developers
- 10 local governments
- 2 transportation agencies
- 1 Native American tribe

Each of these teams worked with a myriad of other local partners to make these projects a reality. Together, these unique partnerships were able to garner more resources than if they had pursued their respective projects alone.

Applicant teams often conduct years-long community engagement processes to solicit community input on housing, transportation, and programming needs to inform their proposed development. Examples of this from Round 7 includes community needs assessments, feedback sessions on building design, focus groups, on-site tours, and community-wide open houses. Some applicant teams also established advisory groups



or task forces to better identify and address the needs of specific groups, such as people with disabilities. Many of these engagement efforts were conducted in multiple languages and during non-traditional business hours to accommodate the diverse access needs of the community.

Often, AHSC also serves as a funding vehicle to bring to completion projects identified by the community in previous planning efforts. Common examples of this include bike plans, station area plans, and safe routes to school plans. In one instance, the community's desire for more open space resulted in the applicant team incorporating walking and bicycle infrastructure within a large park as part of the project scope. In another project, the team incorporated excavation practices that honored the site as Native American ancestral territory.

CASE STUDIES

The AHSC program funds integrated transit-oriented developments that bring transformative impacts to the communities they serve. These developments are years-long projects that are created through the collaboration of developers, public agencies, and community members to create safe and healthy affordable housing that integrate strong transportation infrastructure and center community needs while also balancing state climate goals. The following case studies feature completed AHSC-funded projects that showcase how AHSC investments materialize on the ground, underscoring the program’s impacts on communities across California.



THE HOPE CENTER AND BERKELEY WAY

Berkeley, CA

AHSC Funding Round:
Round 4

Project Type:
Transit-Oriented Development

Developers:
BRIDGE Housing and Insight Housing

Total Units:
142 affordable homes and 44 interim shelter beds for people experiencing homelessness

Transportation Improvement:
Procurement of a zero-emission vehicle bus, bikeway and pedestrian improvements, secure bicycle parking, bus stop improvements

Transportation Partner:
AC Transit

GHG Reduction:
26,793 metric tons of greenhouse gas emission avoided

State Legislative Districts:
Assembly District 14, Senate District 9

AHSC Investment: \$19,591,610

- Housing Funding: \$13,517,642
- Transportation Capital Funding: \$6 million
- Community Education and Other Program Costs: \$73,968



The Hope Center and Berkeley Way is an innovative partnership that replaced a city-owned parking lot at the heart of downtown Berkeley with two co-designed affordable housing developments. The project was completed in September 2022 and fully occupied by the end of that year.

The Hope Center, owned and operated by Insight Housing, serves people previously or currently experiencing homelessness, with 53 permanent supportive housing apartments, 32 homeless

“The Hope Center has been more than a place to live. The support and the dignity that their services are rendering is like a true family. We at the Hope Center are at all levels of functioning (mental, emotional, and physical health). The staff here is qualified to offer any service needed. They work hard to keep the place clean, pest free and above all, safe.”

LaVerne, Hope Center Resident

CASE STUDY: The Hope Center and Berkeley Way

shelter beds, and 12 transitional beds for veterans. BRIDGE Housing owns and operates Berkeley Way next door with 89 affordable studios, 1-, and 2-bedroom homes for low- and very low-income families. Amenities in the buildings include a community kitchen that provides free meals to residents and community members and a play area for families with children. There are also wrap-around services for mental health, substance abuse, job training, and social activities.

The project's developers partnered with the City of Berkeley, the Alameda-Contra Costa Transit District (AC Transit), and Bay Area Rapid Transit (BART), to include transportation and mobility improvements that better connect residents to the surrounding neighborhood amenities, services, and nearby job centers. Bikeway and pedestrian improvements along nearby corridors provide easier and safer access to Downtown Berkeley and North Berkeley BART stations. To improve bicycle accessibility to the station, 120 secure bicycle parking spaces were added at the North Berkeley BART station.

The development team also partnered with AC Transit to improve nearby bus stations and to purchase a zero-emission vehicle bus for the Transbay F Line that connects residents to jobs-rich downtown San Francisco. Hope Center

and Berkeley Way provide transit passes that allow for unlimited usage of all AC Transit bus lines, improving mobility and access for all residents.

“During Covid, I became homeless as a result of domestic violence from my ex-husband. The abuse I experienced was physical, emotional, and financial. I had two minor children with me and had not been employed for some time. All access to marital funds, property and assets like my car were taken from me... I am so grateful every day for Berkeley Way housing. A year later, I am now happily employed and my children are in great schools. I am hoping to return to my master's degree program so I can increase my income. This housing paved the way for me to be a better parent, worker, and community member...I love living at Berkeley Way, but I know this is a stepping stone. I am excited for the day I can afford to purchase a home, and this apartment blesses someone else to change their life for the better.”

Mona M., Berkeley Way Resident

“I was born and raised in Berkeley, California. From the time I was old enough to live on my own, I was never (ever) able to find affordable housing. Everything was too expensive, not in a safe area, or too expensive and living in a dangerous area with deplorable conditions... I am grateful for BRIDGE Housing for the opportunity to live on my own, affordably and comfortably. [...Staff] are responsive, cooperative, and very helpful, especially through the more difficult times.”

Elom C., Berkeley Way Resident





MISSION HERITAGE PLAZA

Riverside, CA

AHSC Funding Round:
Round 4

Project Type:
Integrated Connectivity Project

Developers:
Wakeland Housing and Development Corporation

Total Units:
72 affordable homes

Transportation Improvement:
Multi-modal transit station, crosswalk and sidewalk improvements, protected pedestrian crossing, bus stop improvements

Transportation Partner:
Riverside Transit Authority

GHG Reduction:
17,764 metric tons of greenhouse gas emission avoided

State Legislative Districts:
Assembly District 58, Senate District 31

AHSC Investment: \$19,591,610

- Housing Funding: \$16,826,931
- Transportation: \$6 million
- Community Education and Other Program Costs: \$211,700

Mission Heritage Plaza is a mixed-use affordable housing community located in Downtown Riverside with 72 affordable homes for low-income individuals, families, and formerly homeless veterans. Of these 72 homes, 25 are permanent supportive housing apartments dedicated to veterans, paired with wrap-around supportive services including case management and behavioral health support. The project includes space for community-based organizations, such as the new Civil Rights Institute of Inland Southern California, which will offer cultural and social history exhibitions and space for educational programs and performances. The building also includes offices for the Fair Housing Council of Riverside County.



The Riverside Transit Agency (RTA) serves as the primary transportation partner for the project, with AHSC funding the Vine Street Mobility Hub, a multi-modal transit center that connects pedestrians and bicycle riders to the Riverside-Downtown Metrolink Station and RTA's bus service. This provides community members with greater connectivity to services and job opportunities within Riverside County all the way to Los Angeles.

RTA also built a new bus stop adjacent to Mission Heritage Plaza, connecting residents to the surrounding cultural and retail amenities. Other transportation improvements include enhanced pedestrian and bikeway routes and a protected pedestrian crosswalk connecting Mission Heritage Plaza to the new Downtown Main Library. As with all AHSC projects, residents receive free transit passes for the next three years to promote the use of public transit.

“One of the keys to successfully improving the quality of life for our region is through partnerships. We came together to engage with the community and created a transit hub that provides connections and convenience to a historically disadvantaged community. By putting people at the center of everything we do, we are helping make a meaningful and positive impact.”

Kristin Warsinski, CEO of Riverside Transit Agency

“Prevention is key to combating long term chronic homelessness, and with these 72 units we’ll be able to provide real housing solutions for those experiencing homelessness or living on the brink of it,” said Riverside Mayor Patricia Lock Dawson. “The way a community treats its most vulnerable is a direct reflection of our values as City. And please know this: Riverside values all those who would call this City home. This new project is a brick-and-mortar testament to that.”

*Mayor Patricia Lock Dawson
City of Riverside*



GRAND VIEW VILLAGE

Stockton, CA

AHSC Funding Round:

Round 4

Project Type:

Integrated Connectivity Project

Developers:

Visionary Homebuilders of California, Inc.

Total Units:

75 affordable homes

Transportation Improvement:

Class II, III, IV bike lanes, pedestrian improvements, procurement of a rail car for the Altamont Corridor Express (ACE)

Transportation Partner:

San Joaquin Regional Transit District (RTD) and San Joaquin Regional Rail Commission (SJRR)

GHG Reduction:

19,641 metric tons of greenhouse gas emission avoided

State Legislative Districts:

Assembly District 13, Senate District 5

AHSC Investment: \$17,894,572

- Housing Funding: \$9,900,000
- Transportation: \$7,712,152
- Community Education and Other Program Costs: \$282,420

Located in the heart of Downtown Stockton, Grand View Village is a mixed-use development including 75 new affordable homes that offer residents increased access to transportation, early childhood education, and groceries in the surrounding area.

This development was a partnership with Visionary Homebuilders of California, the City of Stockton, the San Joaquin Regional Transit District (RTD), San Joaquin Regional Rail Commission, and local community-based organizations.

“This housing opportunity has been such a blessing, a few reasons is that it’s giving me the ability to save money on gas since I’ll be walking distance to work and a short drive to my son’s school. It’s also giving me the opportunity to enjoy a lot of the local restaurants and businesses since now they will be a short walk from my community. Another is having closes access to the downtown movie theater and The Waterfront, we are really excited about the events happening this year. I’m also looking forward to the new grocery store that will be at our convenience soon.”

Joslyn, Grand View Village Resident

Grand View Village brings increased access to multi-modal transportation options such as improved pedestrian access, Class II, III, and IV bicycle lanes, and bus and rail connections. Grand View Village is also within walking distance of the Downtown Transit Center (DTC) where residents can use their free bus passes; it is also near employment and schools for many residents. In addition to the recent purchase of a rail car for the Altamont Corridor Express (ACE), AHSC funds will also go towards significant transportation-related amenities throughout the project area including Wi-Fi at the DTC and 15 new bus shelters. The purchase of an additional rail car benefits downtown residents and the community at large.

Grand View Village has on-site access to early childhood education and an after-school daycare facility through a partnership with Head Start. Grand View Village's on-site grocery store is expected to be completed by 2025 and will be on the development's ground floor.

This development was completely leased up within 30 days and is expected to have a significant

impact on the downtown community, with residents being able to embrace local resources and contribute to the area's prosperity by patronizing local businesses.

"The Rail Commission is proud to be a key partner for Visionary Homebuilder's Grand View Village Project. High-quality transit-oriented developments like Grand View Village near our stations provide much-needed affordable housing in downtown Stockton as well as potential new riders for our rail services. The Rail Commission looks forward to continuing to help Central Valley cities implement high-quality transit-oriented development projects like Grand View Village near our stations and help expand connectivity to employment and other key destinations throughout the region."

*Dan Leavitt, Manager of Regional Initiatives,
San Joaquin Regional Rail Commission*



CONCLUSION



Berkeley Way, Berkeley, CA, Credit: Bruce Damonte

Mission Heritage Plaza, Riverside, CA



Grandview Village, Stockton, CA

The Affordable Housing and Sustainable Communities program is an essential tool to help California address its climate and affordable housing needs. The program’s comprehensive and multisectoral approach to reaching its goal of reducing greenhouse gas emissions is unique among state programs and serves as an innovative model for what a systems-wide approach could look like. The multi-benefit nature of the program acknowledges the interconnected and interdependent nature of the challenges and issues communities face, such as pollution, access to opportunity, and housing affordability, and presents a model to address these issues – one transit-oriented community at a time.

The trademark dependability of the AHSC program is more critical than ever as California faces fiscal uncertainties that puts climate and affordable housing investments at risk, which would disproportionately impact communities with a history of disinvestment. AHSC’s dedicated funding has made it a significant source of investment for local housing, transportation and climate efforts, encouraging a pipeline of transit-oriented developments across the state.

AHSC is helping California achieve a more sustainable and inclusive future, offering a model of how the state can scale efforts to meet our state’s goals. As the state rises to the challenge of meeting ambitious affordable housing and climate goals, these investments will only become increasingly important as they further magnify the program’s cumulative impacts.

Methodology and Sources

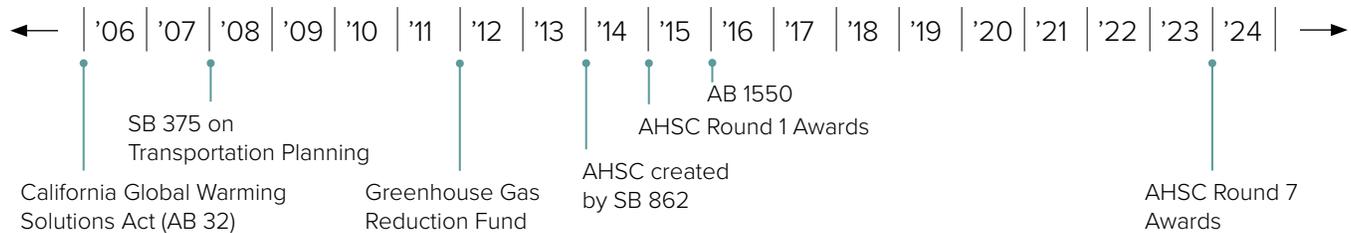
- 1 California Air Resources Board, 2022. “2022 Progress Report: California’s Sustainable Communities and Climate Protection Act.” Website: <https://ww2.arb.ca.gov/sites/default/files/2023-05/2022%20SB%20150%20CA%20Sustainable%20Communities%20Report%20ADA.pdf>
- 2 The number of cars removed from the road was calculated from the Environmental Protection Agency’s (EPA) GHG Equivalency calculator, which converts aggregate CO₂ reduction to cars removed from the road. The EPA GHG Equivalency calculator can be found at <https://www.epa.gov/energy/greenhouse-gas-equivalenciescalculator>. Reduction in vehicle miles traveled (VMT) was calculated from the CARB’s Revised Calculator Tool for AHSC. Because VMT data is not available for Round 1, we used the EPA’s GHG Equivalency calculator to determine VMT reduction.
- 3 CO₂ reduction for each round of AHSC awards was calculated from the Strategic Growth Council’s public release data, located at <http://sgc.ca.gov/programs/ahsc/resources/>, and verified by the CARB’s Revised Calculator Tool for AHSC. Please note that the quantitative methodologies used by the CARB to determine GHG reductions are updated annually as stronger data is released. Aggregate CO₂ reductions are not updated between each round but represent the quantification methodology employed by the CARB at the time. Past and current versions of the quantitative methodology are located at <http://sgc.ca.gov/programs/ahsc/resources/>
- 4 Total pounds of local air pollutant emissions removed by each AHSC development is represented as the median value for Round 7. AHSC measures the toxic air pollutant emissions reduced by each awarded development’s associated benefits, including transit, transportation infrastructure, affordable housing, and urban greening. Toxic air pollutant emission reductions (in pounds) measured by AHSC include nitrogen oxide (NO_x), reactive organic gasses (ROG), diesel particulate matter (diesel PM), and fine particulate matter less than 2.5 micrometers (PM_{2.5}). For more on drops in transit ridership
- 5 For more on drops in transit ridership in California, see for example: Wasserman, J and Taylor, B, 2022. “Transit Blues in the Golden State: Regional transit ridership trends in California.” *Journal of Public Transportation*, Volume 24. <https://doi.org/10.1016/j.jpuptr.2022.100030>
- 6 Union of Concerned Scientists, 2014. “Vehicles, Air Pollution, and Human Health.” Website: <https://www.ucsusa.org/resources/vehicles-air-pollution-human-health>
- 7 Reichmuth, David, 2019. “Inequitable Exposure to Air Pollution from Vehicles in California.” Cambridge, MA: Union of Concerned Scientists.
- 8 Ibid.
- 9 See, for example: Plumer, Brad and Nadja Popovich, 2020. “How Decades of Racist Housing Policy Left Neighborhoods Sweltering.” *New York Times*. Website: <https://www.nytimes.com/interactive/2020/08/24/climate/racism-redlining-cities-global-warming.html>.
- 10 See, for example: Plumer, Brad and Nadja Popovich, 2020. “How Decades of Racist Housing Policy Left Neighborhoods Sweltering.” *New York Times*. Website: <https://www.nytimes.com/interactive/2020/08/24/climate/racism-redlining-cities-global-warming.html>
- 11 California Housing Partnership, “Housing Needs Dashboard”. Website: <https://chpc.net/housingneeds/>. Retrieved March 2024.
- 12 Public Policy Institute of California, 2023. “Californians and the Housing Crisis.” Website: <https://www.ppic.org/interactive/californians-and-the-housing-crisis/>
- 13 California Housing Partnership, “Housing Needs Dashboard”. Website: <https://chpc.net/housingneeds/>. Retrieved March 2024.
- 14 Extremely low-income households are those with incomes at or below 30% of area median income (AMI). Very low-income households have incomes between 31% and 50% AMI. Low-income households have incomes between 51% and 80% of AMI.
- 15 See, for example: Cimini, Kate, 2019. “Black people disproportionately homeless in California.” *CalMatters*. Website: <https://calmatters.org/california-divide/2019/10/black-people-disproportionately-homeless-in-california/>; Hutchful, Esi, 2018. “The Racial Wealth Gap.” *California Budget & Policy*

Methodology and Sources (continued)

- Center. Website: https://calbudgetcenter.org/wp-content/uploads/2018/12/Report_The-Racial-Wealth-Gap_12.2018.pdf; PolicyLink National Equity Atlas, 2020. Website: https://nationalequityatlas.org/indicators/Housing_burden#; Solomon, Danyelle, Maxwell, Connor, and Abril Castro, 2019. “Systemic Inequality: Displacement, Exclusion, and Segregation.” Center for American Progress. Website: <https://www.americanprogress.org/issues/race/reports/2019/08/07/472617/systemic-inequality-displacement-exclusion-segregation/>
- 16 Household rent savings was calculated as the difference between the restricted rents in AHSC developments and the Small Area Fair Market Rents (SAFMR) for the zip code where the development is located, as provided by HUD at <https://www.huduser.gov/portal/datasets/fmr/smallarea/index.html>. Household rent savings are not discounted.
- 17 U.S. Census Bureau, 2024. “Phase 4.0 Cycle 01 Household Pulse Survey: January 9 - February 5”. <https://www.census.gov/data/tables/2024/demo/hhp/cycle01.html>
- 18 Estimates for job creation and economic impact are based on multipliers published by the National Association of Home Builders for calculating wages, taxes, and jobs generated by the construction of multi-family homes in California. Post-construction jobs supported by new multifamily development in California span several industries, including retail, restaurants, government, health, transportation, education, and social services. All values are in 2023 dollars. Report: National Association of Home Builders, 2016. “The Economic Impact of Home Building in California: Income Jobs, and Taxes Generated.”
- 19 A significant and growing body of research has established the benefits of locating housing near transit as a means of reducing car travel and transportation costs, and improving resident’s health from walking and biking more to access transit and other key community destinations. See, for example: Park, et al., 2018. “The Impacts of Built Environment Characteristics of Rail Station Area on Household Travel Behavior.” *Cities* 74: 277-283. <https://www.sciencedirect.com/science/article/abs/pii/S026427511730896X?via%3Dihub>;
- Zhou, X and Zolnik, E, 2013. “Transit-Oriented Development and Household Transportation Costs.” *Transportation Research Record: Journal of the Transportation Research Board* 2357: 86–94. <https://journals.sagepub.com/doi/10.3141/2357-10>; Saelens, Brian, Sallis, James, and Frank, Lawrence, 2016. “Environmental Correlates of Walking and Cycling: Findings from the Transportation, Urban Design, and Planning Literatures.” *Annals of Behavioral Medicine* 25(2), 80–91. https://doi.org/10.1207/S15324796ABM2502_03; Frank, et al., 2011. “An Assessment of Urban Form and Pedestrian and Transit Improvements as an Integrated GHG Reduction Strategy.” Website: <http://www.wsdot.wa.gov/research/reports/fullreports/765.1.pdf>
- 20 The number of transit passes was calculated from awarded AHSC applications (often titled “Transit Subsidy”), located at <https://faast.waterboards.ca.gov/>. This variable includes both partially and fully funded transit passes.
- 21 The numbers of miles of new and improved bike lanes and the number of crosswalks was calculated from the Strategic Growth Council’s public release data (<http://sgc.ca.gov/programs/ahsc/resources/>) and verified through application data.
- 22 Chapple, Karen and Anastasia Loukaitou-Sideris, 2017. “Developing a new methodology for analyzing potential displacement.” May. Website: https://www.arb.ca.gov/research/single-project.php?row_id=65188
- 23 California Housing Partnership and Urban Displacement Project, 2019. “Rising Housing Rising Housing Costs and Re-Segregation in the San Francisco Bay Area.” Website: <https://bit.ly/3jvEzUq>

Legislative History of AHSC

Affordable Housing and Sustainable Communities (AHSC) Program Timeline



California's Leadership on Climate Change: AB 32 and SB 375

In 2006, California solidified itself as a leader on climate change by passing AB 32 (Nunez and Pavley), the California Global Warming Solutions Act, which requires the state to reduce greenhouse gases (GHGs) to 1990 levels by 2020 and to 80 percent below 1990 levels by 2050.

To achieve these goals, and in recognition that transportation-related GHGs accounted for 37 percent of California's total emissions, the Legislature passed SB 375 (Steinberg) in 2008. SB 375's primary aim is to reduce reliance on passenger vehicles by requiring coordination between transportation, housing, and land use planning at a regional scale. SB 375 requires the Metropolitan Planning Agencies (MPOs) to develop a Sustainable Communities Strategy (SCS) or community development plans that must account for projected growth while also reducing greenhouse gas emissions. Furthermore, SB 375 seeks to align the Regional Housing Needs Assessment (RHNA) planning process with the SCS process.

Basics of California's Cap-and-Trade Program

Combined, AB 32 and SB 375 acknowledge the need for sustainable growth and intentional land use planning for the State to meet its climate goals and allow the California Air Resources Board (CARB) to create a plan for achieving California's

ambitious GHG reduction goals ("Scoping Plan") and leverage a suite of programs to meet these targets, including California's Cap-and-Trade program. The Cap-and-Trade program establishes a regulatory "cap" on GHG emissions by issuing a limited number of GHG emission permits—called allowances—each year. A portion of these allowances can be purchased from the State at quarterly auctions, generating auction proceeds. These State auction proceeds are then deposited in the Greenhouse Gas Reduction Fund (GGRF), where they become available for appropriation by the Legislature to further the purposes of AB 32.

Greenhouse Gas Reduction Fund (GGRF) and Disadvantaged Communities

Established in 2012, the GGRF receives and administers Cap-and-Trade auction proceeds to GHG-reducing programs promising to deliver major economic, environmental, and public health benefits for Californians. In 2012, the Legislature passed Senate Bill 535 (de Leon), which requires that 25 percent of the proceeds from the GGRF go to developments and programs that provide benefits to disadvantaged communities (DACs).

In 2016, the Legislature then passed AB 1550 (Gomez), which modified SB 535 to require that 25 percent of proceeds from GGRF be spent on developments and programs located in disadvantaged communities and an additional 10 percent of developments and programs to benefit low-income households and communities.¹

¹ AB 1550 built upon the provisions outlined in SB 535 by including a focus on investments in low-income communities and low-income households. AB 1550 defines low-income communities as those census tracts with: (1) median household incomes at or below 80 percent of the statewide median income or (2) median household incomes at or below the threshold designated as low income by California Department of Housing and Community Development's (HCD) list of State income limits.

The determination of DAC status is based on the California Communities Environmental Health Screening Tool (CalEnviroScreen), a model administered by the California Environmental Protection Agency (CalEPA) that combines economic data with information on pollution, public health, geographic, and other environmental impacts to identify which communities are disproportionately burdened by and vulnerable to multiple sources of pollution.² Currently, 2,007 census tracts throughout California have been identified as DACs.

The Creation of AHSC and SB 862

Enacted by the Legislature in 2014, SB 862 established continuous appropriations of 20 percent of the available GGRF proceeds for the Affordable Housing and Sustainable Communities (AHSC) program. AHSC contains a variety of land use and transit-oriented strategies to reduce GHG emissions. Among other things, the program

provides grants and affordable housing loans for infill and transit-oriented development and infrastructure.

Developments funded by AHSC demonstrate how they support reduction of GHGs by increasing accessibility of housing, employment centers, and key destinations via low-carbon transportation options (walking, biking, and transit), resulting in fewer vehicle miles traveled. A minimum of 50 percent of program expenditures must be for project located within and providing benefits to Disadvantaged Communities and 50 percent of program expenditures must be for affordable housing. These are not mutually exclusive.

For more insight into the multi-sector coalition that designed AHSC and advocated for its funding, see *“Building a Cross-Sector Coalition: Sustainable Communities for All and CA’s Cap-and-Trade Program.”*³

PHOTOS

Cover: (Top) Mission Heritage Plaza, Riverside, CA; (Bottom) The Hope Center and Berkeley Way, Berkeley, CA

Page 19 & 20: The Hope Center and Berkeley Way, Berkeley, CA. Credit: Bruce Damonte

Page 21: Mission Heritage Plaza, Riverside, CA; Vine Street Mobility Hub, Riverside, CA

Page 22: Mission Heritage Plaza, Riverside, CA

Page 23 & 24: Grand View Village, Stockton, CA

² See, for example, Reid Ewing and Robert Cervero, 2010. “Travel and the Built Environment A Meta-Analysis,” *Journal of the American Planning Association* 76, No. 3: 10; John Holtzclaw, Robert Clear, Hank Dittmar, David Goldstein, and Peter Haas, 2002. “Location Efficiency: Neighborhood and Socio-Economic Characteristics Determine Auto Ownership and Use – Studies in Chicago, Los Angeles and San Francisco,” *Transportation Planning and Technology* 25, No. 1.

³ Robert Cervero, 2007. “Transit Oriented Development’s Ridership Bonus: A Product of Self-Selection and Public Policies.” *Environment and Planning* 39: 2074, 2075.

What is the Link between Affordable Housing and GHG Emissions?

There is a growing body of research asserting that locating affordable homes near transit, jobs, and community amenities is an effective GHG emissions reduction strategy because:

1. Walkable, transit-proximate locations reduce driving
2. Low-income households drive less when they have access to transit
3. Affordable housing helps low-income families remain in their communities and maintain access to regionally-serving transit, even as their neighborhoods receive new investments and change

Walkable, Transit-Proximate Locations Reduce Driving

Research on transit-oriented development in California over the past two decades has found that even in a state famous for its freeways and car use, locating housing in close proximity to transit, jobs, and local amenities (schools, libraries, grocery stores, etc.) reduces driving. Robert Cervero's 2007 research, for example, found that residents who had moved to areas of California with close proximity to transit from areas with poor transit access drove 42 percent fewer miles per day on average. The Cervero study also showed added benefits for new residents living near transit, including reduced commute times, lower commute costs, and increased job access.

Low-Income Households Drive Less and Use Transit More, Especially in Transit-Accessible Neighborhoods

While living in homes near transit increases public transit use among people of all incomes, low-income households living in transit-accessible neighborhoods take transit, walk, or bike at much higher rates than their higher-income counterparts also living in transit-accessible neighborhoods. Access to high quality transit also lowers transportation costs compared to driving, yielding the greatest proportional savings to low-income households and freeing up scarce financial resources for other essential needs. These results are consistent with national data that show higher transit ridership and lower car ownership and car use on average among low-income households.¹

Affordable Housing is an Important Anti-Displacement Tool

Additionally, affordable housing near transit can help prevent the displacement of low-income households that might follow new transit investment and related infill investments in a neighborhood. In a 2017 study, the Urban Displacement Project found that transit-rich neighborhoods often experience destabilizing increases in housing costs and loss of low-income households.² Affordable housing is a proven anti-displacement strategy, which helps low-income families remain rooted in their communities and maintain access to regionally-serving transit as new amenities and investments are coming into their neighborhoods. When households do experience displacement, it is often to communities much farther away and often less transit accessible, which in turn increases the need for driving and generates more greenhouse gas emissions.

¹ See, for example: Center for Neighborhood Technology, 2015. "Income, Location Efficiency, and VMT: Affordable Housing as a Climate Strategy." <http://bit.ly/2LHUBg4>; California Housing Partnership and TransForm, 2013. "Building and Preserving Affordable Homes Near Transit: Affordable TOD as a Greenhouse Gas Reduction Strategy." <http://bit.ly/2V9YxJP>; John Pucher and John L. Renne, 2003. "Socioeconomics of Urban Travel: Evidence from the 2001 NHTS," *Transportation Quarterly*, 57, No. 3.

² Chapple, Karen and Anastasia Loukaitou-Sideris, 2017. "Developing a new methodology for analyzing potential displacement." May. Website: https://www.arb.ca.gov/research/single-project.php?row_id=65188

List of AHSC-Funded Developments Rounds 1 – 7

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Alameda	Ashland, an Unincorporated Area of Alameda County	5	Madrone Terrace	\$18,947,330	78	20	10
	Berkeley	2	Grayson Street Apartments	\$3,755,326	22	15, 18	9
	Berkeley	4	2012 Berkeley Way	\$19,591,610	141	15	9
	Berkeley	5	Connected Berkeley	\$19,072,792	62	15	9
	Berkeley	5	Maudelle Miller Shirek Community	\$22,781,553	86	15	9
	Emeryville	1	3706 San Pablo Avenue	\$5,532,400	86	5	9
	Emeryville	6	Nellie Hannon Gateway Affordable Housing and Sustainable Transportation Improvements	\$20,015,822	89	15	9
	Fremont	1	Central Commons	\$1,000,000	30	20	10
	Fremont	7	3900 Thornton	\$45,841,721	127	24	10
	Hayward	1	Hayward Senior Apartments	\$2,183,000	59	20	10
	Oakland	1	Camino 23	\$3,062,730	31	18	9
	Oakland	1	Civic Center 14 TOD Apartments	\$1,500,000	39	18	9
	Oakland	2	Lakehouse Connections	\$18,127,203	90	18	9
	Oakland	2	Empyrean & Harrison Hotel Housing and Transportation Improvements	\$16,807,556	146	18	9
	Oakland	2	Coliseum Connections	\$14,844,762	54	17, 22	9
	Oakland	3	Coliseum Area-International Boulevard TOD Partnership	\$14,000,000	58	18	9
	Oakland	3	3268 San Pablo	\$8,917,500	50	15	9
	Oakland	5	Fruitvale Transit Village IIB	\$29,966,039	169	18	9
	Oakland	5	Mandela Station Transit Oriented Development	\$29,659,310	238	15	9
	Oakland	6	Longfellow Corner and Transit Improvements	\$19,587,014	76	18	9
	Oakland	6	Lake Merritt BART Senior Affordable Housing	\$24,412,976	96	18	9
Union City	6	Lazuli Landing	\$21,123,592	74	20	10	

List of AHSC-Funded Developments Rounds 1 – 7 (continued)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Contra Costa	Concord	5	Galindo Terrace and Sustainable Transportation Improvements	\$20,942,930	61	14	3
	El Cerrito	1	El Cerrito Senior Mixed Use Apartments	\$5,657,872	62	15	9
	El Cerrito	6	Mayfair El Cerrito	\$26,910,844	68	15	9
	Richmond	1	Miraflores Senior Housing	\$5,077,558	79	15	9
	Richmond	7	Metrowalk Phase 2	\$42,908,528	149	14	9
	Walnut Creek	1	Riviera Family Apartments	\$4,956,610	57	16	7
El Dorado	Tahoe	6	Sugar Pine Village	\$17,359,470	59	5	1
Fresno	Coalinga	5	Coalinga	\$16,845,700	75	31	12
	Fresno	1	Hotel Fresno	\$4,800,000	40	31	14
	Fresno	2	South Stadium Phase I TOD	\$5,738,730	10	31	14
	Fresno	2	Kings Canyon Connectivity Project - (Kings Canyon)	\$15,579,426	134	31	14
	Fresno	3	Blackstone & McKinley Transit Oriented Development (BMTOD)	\$16,039,962	87	31	14
	Fresno	7	Dakota	\$48,766,006	113	31	14
	Orange Cove	4	Amaya Village	\$14,790,000	80	31	14
	Sanger	6	Newmark Village Apartments	\$10,660,240	71	31	14
Humboldt	Arcata	4	Danco Communities and City of Arcata Isaacson's Multifamily Housing HRI and STI Project	\$4,460,700	43	2	2
	Arcata	5	Arcata 30th St. Commons	\$11,447,114	36	2	2
	Eureka	7	Eureka Scattered Site Project	\$30,166,441	87	2	2
Imperial	Brawley	4	Ocotillo Springs	\$12,779,179	74	56	40
	El Centro	6	Jacaranda Gardens	\$15,807,473	95	56	40
	Imperial	5	Worthington la Luna Rural Housing and Transportation Partnership	\$15,000,000	112	56	40

List of AHSC-Funded Developments Rounds 1 – 7 (continued)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Kern	Bakersfield	1	19th Street Senior Apartments	\$2,559,394	62	34	16
	Bakersfield	6	Renaissance at Baker	\$14,677,150	84	32	14
	Lamont	3	Mountain View Village	\$8,226,250	40	32	14
	McFarland	5	Sherwood Avenue Family Apartments	\$25,588,431	80	32	14
	Ridgecrest	5	Mojave View	\$18,205,593	75	34	16
	Wasco	2	Wasco Farmworker Housing Relocation Project	\$18,637,432	159	32	16, 18
Kings	Lemoore	7	Smith Avenue Apts	\$25,252,593	107	33	16
Los Angeles	Compton	6	501 601 E. Compton	\$20,897,952	58	64	35
	Lancaster	6	Lancaster	\$24,601,714	113	36	21
	Long Beach	1	Anchor Place	\$2,441,616	119	70	35
	Long Beach	3	Long Beach Active Streets and Las Ventanas TOD Apartments	\$13,975,653	101	70	33
	Los Angeles	1	127th Street Apartments	\$1,500,000	84	64	35
	Los Angeles	1	1st and Soto TOD Apartments, Phase 2	\$2,485,440	30	53	24
	Los Angeles	1	Crenshaw Villas	\$2,200,000	49	54	30
	Los Angeles	1	El Segundo Family Apartments	\$1,900,000	74	64	35
	Los Angeles	1	Jordan Downs, Phase 1	\$6,500,000	99	59	33
	Los Angeles	1	Mosaic Gardens at Westlake	\$1,900,000	123	51	24
	Los Angeles	1	Rolland Curtis East	\$4,000,000	69	59	30
	Los Angeles	1	Sylmar Court Apartments	\$2,500,000	100	29	18
	Los Angeles	2	7th & Witmer Apartments	\$16,760,000	75	53	24
	Los Angeles	2	PATH Metro Villas Phase 2	\$13,750,183	120	53	24
	Los Angeles	2	Rolland Curtis West	\$5,668,074	69	59	30
	Los Angeles	2	MDC Jordan Downs	\$11,969,111	119	64	35
	Los Angeles	2	Six Four Nine Lofts	\$5,315,000	54	53	30
	Los Angeles	3	PATH Villas Hollywood	\$8,310,578	59	43	24
Los Angeles	3	Elden Elms	\$16,662,640	92	53	24	

List of AHSC-Funded Developments Rounds 1 – 7 (continued)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Los Angeles	Los Angeles	4	Hollywood Arts Collective	\$13,839,800	61	50	26
	Los Angeles	4	Jordan Downs Phase S3 & Watts Pedestrian Bike District	\$11,125,600	89	64	35
	Los Angeles	4	Manchester Urban Homes	\$20,000,000	119	22	30
	Los Angeles	4	Vermont Manchester Transit Priority Project	\$20,000,000	165	59	30
	Los Angeles	4	Weingart Tower and Skid Row Transportation Safety Project	\$20,000,000	275	53	30
	Los Angeles	5	Rose Hill Courts Phase I	\$20,186,958	77	51	24
	Los Angeles	5	3rd and Dangler Apartments	\$23,856,673	77	24	13
	Los Angeles	5	Corazón del Valle	\$23,229,151	88	46	14
	Los Angeles	5	Parkview	\$24,057,513	126	59	33
	Los Angeles	5	Santa Monica & Vermont TOD	\$29,889,806	94	43	24
	Los Angeles	5	619 Westlake	\$13,232,431	77	53	24
	Los Angeles	5	Washington Arts Collective	\$7,532,258	55	2	2
	Los Angeles	6	Umeya Apartments	\$30,000,000	173	53	30
	Los Angeles	6	Grandview Apartments TOD	\$14,004,838	94	53	24
	Los Angeles	6	Locke Lofts	\$30,000,000	148	53	24
	Los Angeles	6	Menlo Ave Apartments	\$23,423,600	123	53	24
	Los Angeles	6	87th & Western Apartments	\$30,000,000	157	59	30
	Los Angeles	6	Vista Terrace	\$22,000,000	101	46	18
	Los Angeles	6	Jordan Downs Area H2B	\$13,959,887	94	36	21
	Los Angeles	7	HHH New Hampshire	\$31,047,987	93	54	26
	Los Angeles	7	306 E. Washington (Peak Plaza Apartments)	\$34,562,645	102	57	28
	Los Angeles	7	Downtown Womens Center Campus Expansion	\$41,138,768	97	57	28
	Los Angeles	7	Metro at Florence	\$43,400,893	158	57	33
	Los Angeles	7	Crenshaw Crossing	\$49,989,236	162	55	28
	Marina Del Rey	5	Thatcher Yard Housing	\$13,255,512	78	62	26
	Pasadena	6	1880 Walnut Street Housing	\$8,750,000	25	41	25

List of AHSC-Funded Developments Rounds 1 – 7 (continued)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
	Pomona	6	West Valley Connector and Pomona East End Village	\$27,587,829	123	52	20
	Sun Valley	2	Sun Valley Senior Veterans Apts & Sheldon Street Pedestrian Improvements	\$11,110,020	94	39	18
	Unincorporated LA County	3	Florence Neighborhood Mobility, TOD Affordable Housing, and Urban Greening	\$10,798,068	108	59	33
	Unincorporated LA County	3	East Los Angeles Wellness Hub and Cavalry Walking Path	\$8,722,423	111	51	24
	Unincorporated LA County	3	Willowbrook 2	\$12,531,304	99	64	35
	Unincorporated Los Angeles County	6	West LA VA – Building 156 & 157 and Big Blue Bus Westside Expansion	\$19,199,142	110	54	26
Madera	Madera	4	Downtown Madera Veterans and Family Housing	\$11,326,908	47	5	15
Merced	Merced	4	Childs and B Street TOD Affordable Housing	\$13,949,300	118	21	12
Multiple Counties	Hanford	1	Vanpool Expansion Project	\$3,000,000		32	14
Napa	Napa	4	Manzanita Family Apartments	\$8,150,000	50	4	3
Nevada	Truckee	1	Truckee Railyard Downtown Corridor Improvements	\$8,000,000	81	1	1
	Truckee	2	Coldstream Mixed Use Village	\$10,682,140	47	1	1
	Truckee	3	Meadow View Place	\$16,255,000	55	1	1
Orange	Santa Ana	1	Depot at Santiago	\$3,925,000	69	69	34
	Santa Ana	2	Santa Ana Arts Collective	\$12,028,626	57	69	34
	Santa Ana	5	Legacy Square	\$25,431,865	92	69	34
Riverside	Coachella	4	Downtown Coachella Net Zero Affordable Housing and Transportation Collaboration	\$14,895,407	104	56	28
	Riverside	1	March Veterans Village	\$6,109,114	136	61	31
	Riverside	4	Mission Heritage Plaza	\$16,826,931	71	61	31

List of AHSC-Funded Developments Rounds 1 – 7 (continued)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Riverside	Riverside	5	Entrada	\$22,121,206	64	61	31
	Riverside	7	Mulberry Garden Family Apartments	\$27,974,220	149	58	31
Sacramento	Sacramento	4	Railyards Activation, Housing & Mobility	\$15,211,698	61	7	6
	Sacramento	4	Twin Rivers Block B and E	\$18,793,015	100	7	6
	Sacramento	6	On Broadway Apartments	\$29,000,000	138	7	6
	Sacramento	7	440 Arden Way	\$42,970,729	122	7	6
San Bernardino	San Bernadino	3	Arrowhead Grove Phase II & III	\$20,000,000	147	40	23
San Diego	Chula Vista	1	South Bay Bus Rapid Transit (BRT) Project	\$7,000,000		80	40
	El Cajon	2	Cornerstone Place	\$12,090,713	69	71	38
	National City	1	Westside Infill Transit Oriented Development	\$9,240,888	91	99	40
	San Diego	3	Keeler Court/Southcrest AHSC	\$9,934,273	70	80	40
	San Diego	3	San Diego Downtown Mobility Plan and 14/ Commercial TOD Apartments	\$20,000,000	403	78	39
	San Diego	4	13th & Broadway	\$20,000,000	270	78	39
	San Diego	7	Riverwalk Phase I	\$41,121,679	188	78	39
	San Diego (National City)	6	Azuriik	\$16,500,000	396	80	40
San Francisco	San Francisco	1	222 Beale Street	\$6,500,000	119	17	11
	San Francisco	1	Eddy & Taylor Family Housing	\$12,284,976	102	17	11
	San Francisco	1	Mission Bay South Block 6 East	\$4,999,989	142	17	11
	San Francisco	2	455 Fell	\$16,056,563	107	17	11
	San Francisco	3	2060 Folsom Street Affordable Housing	\$14,000,000	126	17	11
	San Francisco	3	1950 Mission Street	\$15,000,000	155	17	11
	San Francisco	4	500 Turk Street, TOD Partnership	\$20,000,000	96	17	11
	San Francisco	4	Treasure Island Parcel C3.1, Ferry Terminal, and Bay Bridge Connection	\$20,000,000	81	17	11

List of AHSC-Funded Developments Rounds 1 – 7 (continued)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
San Francisco	San Francisco	5	Balboa Park Upper Yard	\$29,952,200	112	19	11
	San Francisco	5	266 4th Street – TOD Partnership	\$20,113,667	69	17	11
	San Francisco	5	HOPE SF Potrero Block B	\$29,829,178	156	0	0
	San Francisco	6	The Kelsey Civic Center	\$29,269,952	98	17	11
	San Francisco	6	Balboa Reservoir	\$29,585,486	87	19	11
	San Francisco	6	Sunnydale HOPE SF Block 3A	\$21,205,299	79	17	11
	San Francisco	7	850 Turk Street	\$31,971,048	91	17	11
	San Francisco	7	Transbay 2	\$41,011,377	182	17	11
	San Francisco	7	Balboa Building A (Balboa Gateway)	\$45,721,399	157	19	11
San Joaquin	Stockton	1	Anchor Village	\$5,857,096	50	13	5
	Stockton	2	Hunter Street Housing	\$8,941,370	72	13	5
	Stockton	6	The Hunter House	\$27,007,070	119	13	5
	Stockton	4	Grand View Village Connectivity Project	\$17,894,572	62	13	5
San Mateo	East Palo Alto	4	Light Tree	\$20,000,000	126	24	13
	East Palo Alto	6	965 Weeks Street	\$19,787,125	135	24	13
	Millbrae	4	Gateway at Millbrae, Site 6A	\$18,042,459	79	22	13
	Redwood City	6	Middlefield Junction	\$25,497,500	155	24	13
Santa Barbara	Guadalupe	6	Escalante Meadows	\$19,375,180	73	35	19
Santa Clara	San Jose	1	777 Park Ave.	\$4,000,000	81	27	15
	San Jose	2	St. James Station TOD	\$12,889,611	134	27	15
	San Jose	2	Renascent San Jose	\$14,979,486	160	27	15
	San Jose	4	Roosevelt Park Apartments	\$12,637,770	69	27	15
	San Jose	4	San Jose Market-Almaden TOD	\$18,908,818	86	27	15
	San Jose	6	Dupont Apartments	\$12,816,593	107	28	15
	San Jose	6	Tamien Station	\$28,749,949	134	15	27
	San Jose	7	797 S. Almaden Ave.	\$29,428,636	98	25	15
Santa Cruz	Santa Cruz	6	Pacific Station North	\$29,668,900	93	29	17

List of AHSC-Funded Developments Rounds 1 – 7 (continued)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Shasta	Redding	2	Redding Downtown Loop and Affordable Housing Project	\$20,000,000	56	1	1
	Redding	3	Block 7 Net Zero Housing & Downtown Activation Project	\$19,959,536	59	1	1
	Shasta Lake	6	Shasta Lake Downtown Revitalization	\$16,540,259	48	1	1
Sonoma	Santa Rosa	5	Roseland Village AHD Active Transportation and SMART Extension	\$25,780,623	74	10	2
Stanislaus	Modesto	5	Archway Commons II	\$24,766,157	73	21	5
	Patterson	3	Stonegate Village Affordable Housing & Transportation Project	\$12,075,537	65	21	12
	Turlock	2	Avena Bella (phase 2)	\$1,661,667	60	12	8
Sutter	Yuba City	6	Richland Village	\$30,000,000	175	3	4
Tulare	Dinuba	2	Sierra Village Affordable Housing & Transportation Improvement Project	\$4,646,731	43	26	14
	Farmersville	6	Los Arroyos Housing and Transportation Improvement Project	\$14,523,570	53	26	14
	Goshen	3	Sequoia Commons Affordable Housing & Transportation Project	\$12,088,276	65	26	16
	Lindsay	2	Lindsay Village Affordable Housing & Transportation Improvement Project	\$5,518,353	49	26	14
Ventura	Oxnard	6	Central Terrace Apartments	\$23,796,689	86	44	19
	Ventura	4	Ventura Westside Housing and Active Transportation	\$18,893,730	104	37	19
Yolo	Davis	2	Creekside Affordable Housing	\$11,881,748	89	4	3
	West Sacramento	1	Delta Lane Affordable Housing and Grand Gateway	\$6,730,888	76	7	6

