



California's Affordable Housing & Sustainable Communities Program AHSC Impact Report, Rounds 1 to 6



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 \$30 billion in public and private financing that resulted in the creation or preservation of more than 85,000 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

www.enterprisecommunity.org

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. Enterprise also provides technical assistance and capacity building support to affordable housing developers, public sector agencies, and community based organizations, which provides 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 26 out of the 37 awarded applicants in Round 6 of AHSC funding.

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INTRODUCTION

Established in 2014, the Affordable Housing and Sustainable Communities program (AHSC) provides financing for affordable housing, transportation, urban greening, and community programs that are combined in integrated local projects that together reduce greenhouse gas (GHG) emissions. By pairing affordable housing with high-quality transportation investments, AHSC projects foster healthy, well-connected communities, while reducing their environmental impact. AHSC has been a key strategy for changing development and land use patterns in California to achieve a more equitable and sustainable future.

To date, AHSC has invested \$2.5 billion in 164 catalytic developments across California to support sustainable, connected, vibrant neighborhoods. This has resulted in 15,324 new affordable homes serving 210,705 households and helped avoid 4.4 million metric tons of GHG emissions, equivalent to removing 31,734 cars from the road. AHSC also continues to maximize investments by leveraging additional funding from other sources; the 37 AHSC-funded developments in Round 6 alone leveraged a total of \$2.4 billion in additional local, state, federal, and private investments. Also, AHSC affordable housing developments provide transportation investments that help make walking, biking, and taking public transit safe and convenient. Through these local investments, AHSC-funded developments reduce the need for Californians to drive, which in turn decreases greenhouse gas and air pollutant emissions.

The program's primary focus on reducing GHG emissions is why AHSC is funded through the cap-and-trade auction program — specifically



Integrated Community Investment in Disadvantaged Communities (DACs)

AHSC is designed to fund developments that directly benefit low-income communities, as well as disadvantaged communities. DACs are communities that are disproportionately burdened by and vulnerable to multiple sources of pollution due to health and socioeconomic conditions. At least 50 percent of AHSC funds need to go to developments to benefit or be located within disadvantaged communities.

Over the first six funding rounds, 113 of 164 (69 percent) funded affordable housing developments—accounting for 69 percent of total awarded funds—will either be located within or will directly benefit DACs. AHSC's investment in holistic developments that integrate affordable housing, public transportation and community amenities is particularly significant for DACs and low-income communities.

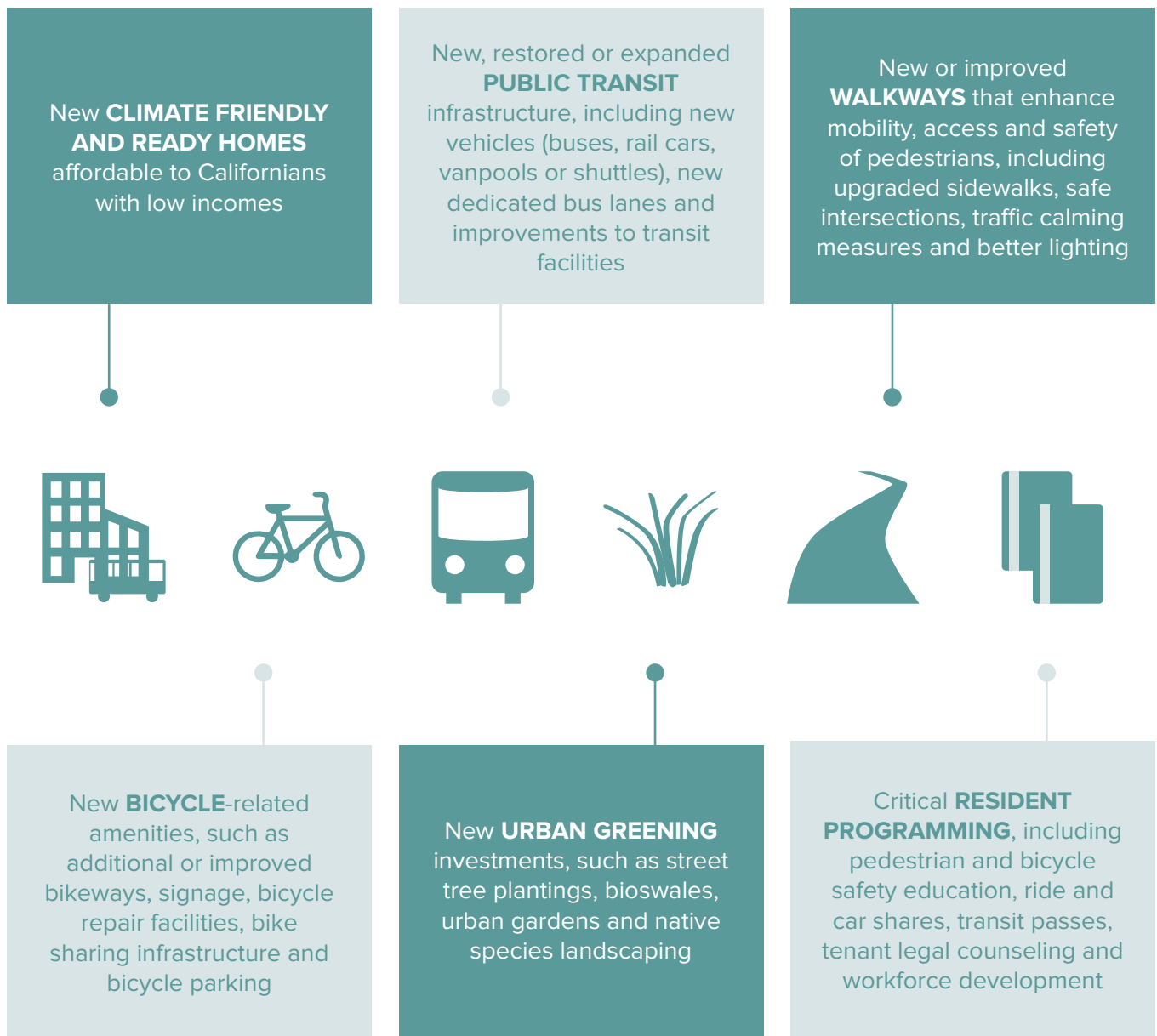
the Greenhouse Gas Reduction Fund (GGRF). A significant share of AHSC investments are required to be spent in disadvantaged communities, where residents are particularly likely to benefit from this type of holistic development, redressing historical environmental harms and disinvestment. AHSC investments also generate jobs and support local economies across California, with projects often participating in local workforce development efforts and supporting small businesses. The community engagement process undertaken by successful applicants also ensures that critical community needs across a broad spectrum of issue areas are addressed.

Across California, there is a growing recognition of our interconnected challenges — housing unaffordability and instability, climate change, and access to opportunity and vibrant communities. While public transportation systems have made

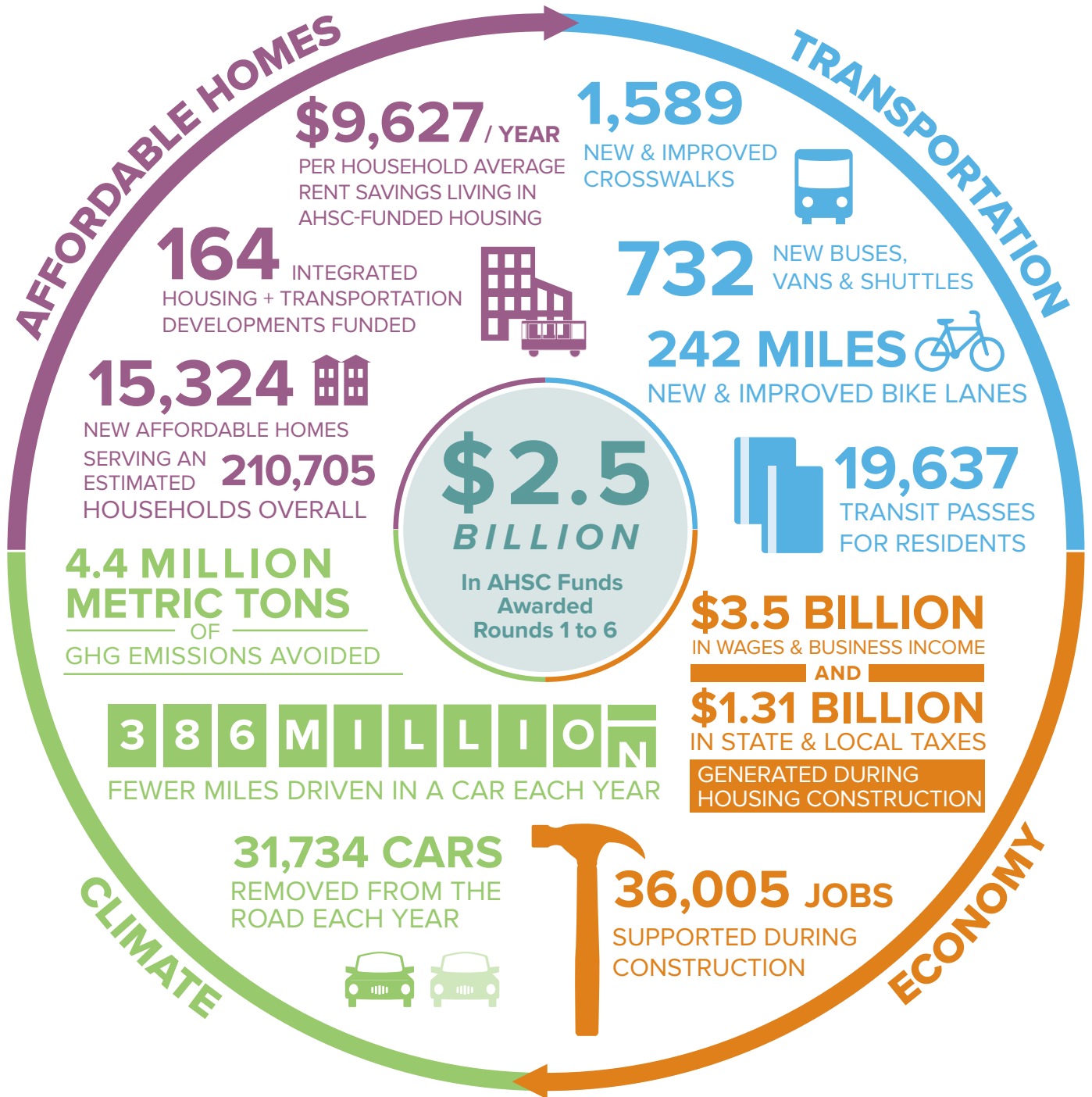
strides in restoring service and recovering ridership, they still remain below pre-pandemic levels. Furthermore, climate change continues to wreak havoc across the state, with wildfires, extreme heat, and drought increasing in intensity and frequency each year. All of these contribute to worsening racial and economic inequity. In the face of these challenges, communities across California, as well as elected officials in Sacramento, are elevating solutions at the intersection of housing and climate

amongst their top priorities. Housing affordability and climate change issues both require urgent and integrated solutions. Programs like AHSC that offer multifaceted solutions with demonstrated co-benefits are more important than ever. Now approaching its seventh round of funding, AHSC continues to be a strong example of integrated, cross-sector investment that bridges short-term needs and long-term goals for California.

What Does AHSC Fund?



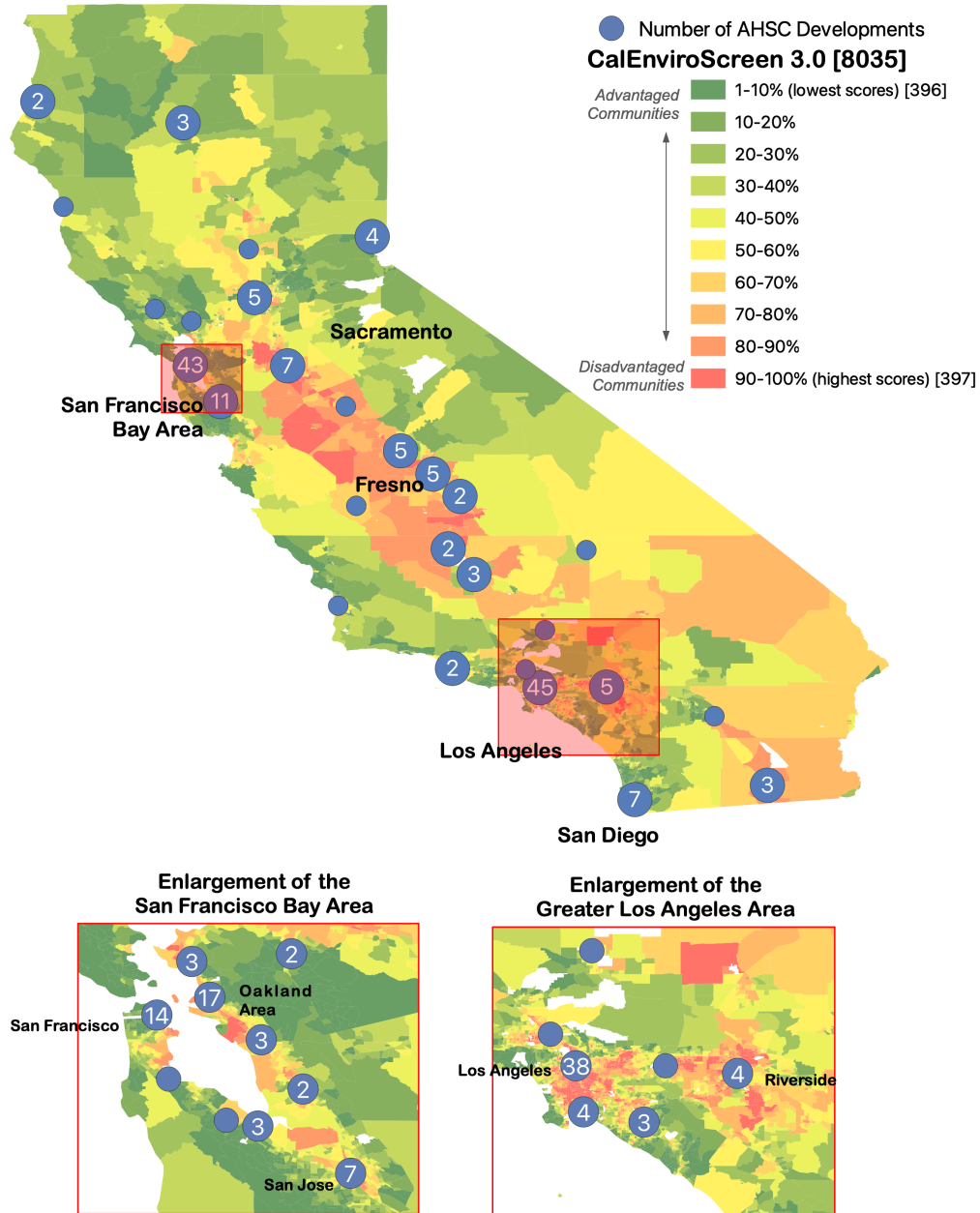
IMPACT TO DATE: AHSC ROUNDS 1 – 6



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 – 6

Over the first six rounds of awards, AHSC has funded **164** integrated affordable housing and transportation developments across California, the majority of which benefit people living in disadvantaged 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.

Source: California Housing Partnership mapping of AHSC-funded developments, Rounds 1-6. Development locations are overlaid on the CalEnviroScreen 3.0 map, 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. AHSC is specifically designed to fund developments that directly benefit these “disadvantaged” communities (also known as “DACs”)—at least 50 percent of AHSC funds are required to benefit or be located within a DAC. Currently, 2,007 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.”

RESIDENT & COMMUNITY BENEFITS



Housing development patterns profoundly impact individuals, communities, and the climate. Therefore, an integrated approach to where and how housing is built is key to helping California tackle our present challenges, namely affordable housing needs and climate change. Within six rounds, AHSC has shown what integrated development can look like by bringing together strategies to house people and support them to travel where they need to go. In addition, AHSC helps support local jobs and businesses and expands transit infrastructure by increasing access to trains, buses, vanpools, shuttles, bikeways, and sidewalks.

Technical Assistance

The AHSC Technical Assistance (TA) program provides intensive and tailored guidance and support to cross-sector AHSC applicant teams throughout the state. Successful applications require multi-sector teams and innovative projects; technical assistance ensures that public and private partners have the support needed to craft high quality applications. The AHSC TA program also addresses the needs of lower capacity jurisdictions and applicant teams who might not necessarily have previous experience with the program or lack the technical expertise to address the different requirements of the program. This allows for a more diverse range of communities to access and 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 & Mitigating Climate Change

Currently, California is not on track to reach the mandated emissions reductions for 2030, according to the California Air Resources Board (CARB) researchers in a November 2018 report.¹ A key California strategy to meet emission reduction goals 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, 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. For example, AHSC-funded developments are projected to reduce GHG emissions by 4.4 million metric tons of CO₂. AHSC helps decrease GHG emissions by reducing residents' dependence on personal cars by improving their access to new transit, biking, and walking infrastructure.²

AHSC also improves local air quality and public health. First, AHSC helps reduce the number of local car trips residents are expected to take by about 31,700.³ Second, Through reducing local car trips and other air pollution reduction measures, each AHSC property awarded in Round 6 will remove approximately 9,600 pounds of local air pollutant emissions (median value) throughout their operating lives. Much of this reduction in air



15,324 homes
affordable, new and connected to transportation, jobs, and resources



31,734 car trips
removed from the road annually



4.4 million
metric tons of GHG emissions avoided

pollutants will be in predominately disadvantaged and low-income communities that already suffer from high pollution.⁴

Properties funded by the AHSC program have become more efficient at reducing GHGs with each round of funding. For example, from Round 5 to Round 6 the median estimated GHG emission reduction per property increased by 18 percent—from 27,801 to 32,850 metric tons of CO₂. Furthermore, each dollar of AHSC Round 6 funds helped reduce 24 percent more GHGs than in Round 5 (see Table 1).

AHSC-funded developments also utilize resiliency strategies to help prepare communities for the inevitable, already 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,

Table 1: Greenhouse Gas Emissions Reductions (MT CO₂e)

	ROUND 2	ROUND 3	ROUND 4*	ROUND 5	ROUND 6
Total GHG Reduction (All Developments)	356,794	478,921	554,902	832,748	1,410,840
Median GHG Reduction (Per Development)	13,421	13,607 (+1%)	19,470 (+43%)	27,801 (+43%)	32,850 (+18%)
Median GHG Reduction per \$1,000 of AHSC Funding	1.09	1.13 (+3%)	1.24 (+10%)	1.33 (+8%)	1.66 (+25%)

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

deflect radiation from the sun, and filter the air.⁵ All 37 awardees in Round 6 will plant 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.



965 WEEKS

Location: East Palo Alto, CA

Development Team:

- MidPen Housing Corporation
- East Palo Alto Community Alliance Neighborhood Development Organization
- City of East Palo Alto

Inequitable Exposure to Pollution

A high level of air pollution puts residents at greater risk of respiratory illnesses like asthma and increases health care costs for individuals and communities.⁶ Latinx, Black, Asian, and low-income communities in California are exposed to substantially more air pollution from passenger vehicles than other demographic groups.⁷ Passenger vehicles produce a significant amount of harmful air pollution and climate changing emissions, like nitrogen oxides, carbon monoxide, carbon dioxide, and other smog-forming emissions. That is why one of the goals of the AHSC program is to significantly reduce local car trips, thus helping to improve local air quality.

965 Weeks is a prime example of how AHSC-funded projects combine housing near transit and amenities with transformative transportation investments to help California achieve its climate goals. In addition to providing 136 affordable homes in East Palo Alto, the project is estimated to avoid 32,874 metric tons of GHG emissions through significant transportation investments – equivalent to taking 7,083 cars off the road. As part of these investments, 965 Weeks will fund SamTrans bus service expansion and the purchase of an electric train car for Caltrain’s Modernization Program, helping improve transit access in the area. The project will also fund bike and pedestrian improvements, such as the completion of the city’s Bike Master Plan through the construction of three miles of bikeways and over 1,000 feet of sidewalk improvements to close gaps in Safe Routes to School. As is common with many AHSC projects, 965 Weeks will also fund transit passes for residents for three years.

Commitment to Investment Without Displacement

The AHSC program helps to ensure that its goals are realized without displacing members of the community where the 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.⁸ For example, rising housing costs in San Francisco and Alameda County has forced many low-income and Black, Indigenous, and people of color (BIPOC) residents to relocate to Solano County, eastern Contra Costa County, and southern Alameda County.⁹

The AHSC program seeks to diminish the likelihood of displacement by including scoring incentives for applicants who adopt project-level anti-displacement strategies, or who locate projects in jurisdictions that have taken local government action on anti-displacement. Also, AHSC applications include anti-tenant harassment and just cause eviction policies, local workforce development strategies, small business supports and affirmative marketing plans for outreach to disadvantaged communities. 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.

Building Affordable Homes

According to California Housing Partnership’s “California Affordable Housing Needs Report 2022” Report, housing instability and unaffordability are ever-present issues for Californians.¹⁰ 1.24 million low-income California households lack access to an affordable home. More than half (52 percent) of all renter households in California are considered cost-burdened, which is defined by HUD as households spending more than 30 percent of income on housing costs. Households earning below median income face even more housing cost-burden: 89 percent of extremely low-income renter households, 86 percent of very low-income renter households, and 68 percent of low-income renter households are cost-burdened.¹¹ Due in large part to California’s history of structural racism, such as discriminatory laws in the housing markets,



\$9,627/year

per household average rent savings living in AHSC-funded housing



164 developments

with integrated housing & transportation

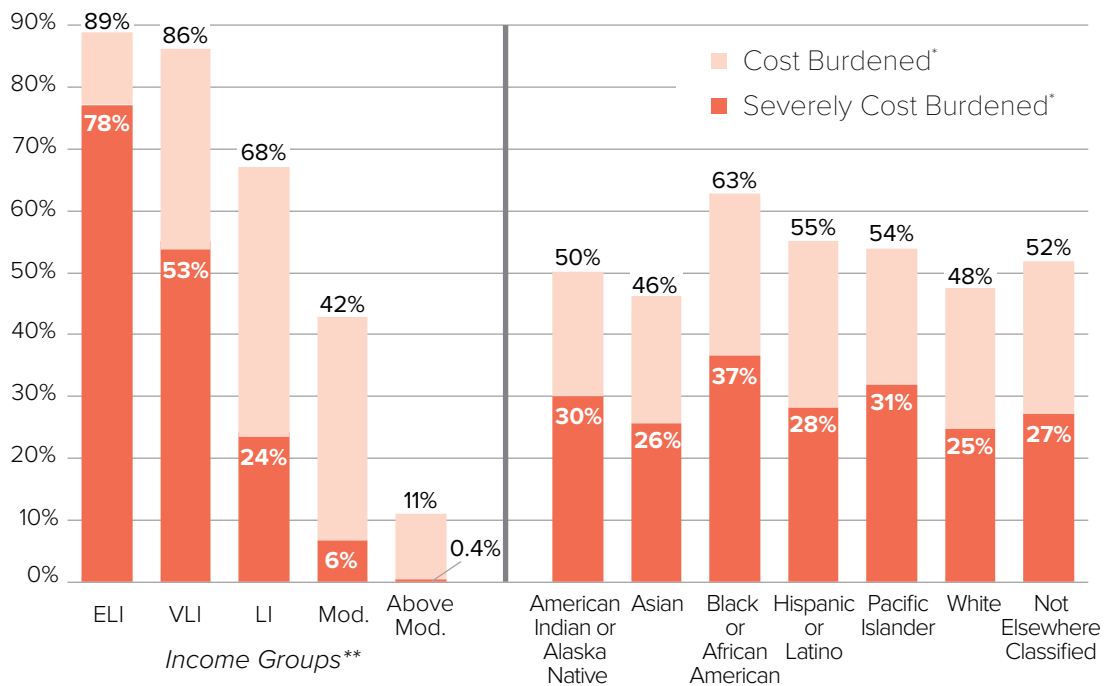


210,705 households

with access to an AHSC-funded affordable home

red lining and government-sponsored segregation, 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.¹²

COST BURDEN AND SEVERE COST BURDEN FOR RENTER HOUSEHOLDS IN CALIFORNIA BY INCOME GROUP AND RACE/ETHNICITY



Source: California Housing Partnership 2022 Housing Needs Dashboard. <https://chpc.net/housingneeds/>. California Budget and Policy Center analysis of 2019 1-year ACS PUMS data.

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

**ELI: Extremely Low-Income, VLI: Very Low-Income, LI: Low-Income, Mod.: Moderate-Income, Above Mod.: Above Moderate-Income

Over the course of 6 rounds of funding AHSC has funded and will produce more than 15,000 new affordable, climate-friendly homes near high-quality transportation investments. Residents of AHSC-funded developments will save on average \$802 per household, per month compared to what they would face on the private market and generate approximately \$8.4 billion in total household savings over the program’s 55-year affordability terms.¹⁴ 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 August 8th, 2022, it is estimated that 14 percent of Californians report they are not caught up on rent payments from last month.¹⁵ Additionally, 45 percent of renters anticipate the likelihood of facing an eviction or foreclosure in the next two months as “somewhat” or “very” likely. The unprecedented hardships and challenges that the COVID-19 pandemic created reinforces the need for creative and integrated approaches to solving the housing affordability

Leveraging Local, Federal, & Private Investments

In Round 6, AHSC-awarded developments leveraged \$2.4 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). Although it should be noted that in recent years, oversubscription of bonds have made securing 4% credits much more challenging. Affordable housing developments that wish to secure 4% LIHTCs now face unprecedented challenges in doing so, due to an oversubscription of these federal resources. While in the past, these credits were readily available for eligible housing developments, it is now a competitive program, which may delay AHSC-funded projects from receiving the final funding they need to move forward and begin construction.

issues and climate crisis. The AHSC program helps bring together a multi-faceted approach to address these two core issues through innovative strategies that the moment calls for.

1880 E. WALNUT STREET

Location: Pasadena, CA

Development Team:

- Heritage Housing Partners
- City of Pasadena

Providing housing stability through affordable homes is one of the primary pillars of AHSC, and 1880 E. Walnut Street in Pasadena demonstrates that AHSC-funded developments can also present a wealth-building opportunity for residents. The development consists of 58 affordable homes that provide first-time homeownership opportunities, 25 of which are for low-income households and the remaining for moderate- and middle-income households. 1880 E. Walnut Street’s affordable homeownership model uses AHSC funds as part of the equity in each unit, functioning similar to a downpayment assistance program. The owner sells the property at a rate that allows them to benefit from a share of the equity gained, while still keeping the home affordable for the next owner.



Homeownership is increasingly out of reach for many Californians, and even more elusive for households from low-income communities of color. Recent census data shows that Black and Latinx residents have a homeownership rate of 35% and 45%, respectively, lower than the state average of 55% and significantly lower than the 63% homeownership rate of white residents.¹³ Given these disparities, California has been exploring innovative solutions to make wealth building and homeownership more accessible. Furthermore, future residents will live a mere three blocks from a Metro Gold Line Station, showing that affordable homeownership can be accessible – in more ways than one.

Investing in Local Economies

Housing developments funded over the course of AHSC's first six rounds are estimated to generate tens of thousands of jobs, hundreds of millions in wages and business income, and hundreds of millions in revenue from state and local taxes, both during the construction period and after construction. 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 Round 1 through 6 AHSC-funded developments during construction will support an estimated 36,005 jobs, create more than \$3.47 billion in wages and business income, and generate more than \$1.31 billion in revenue for state and local governments. Each year after construction, these developments from Rounds 1-6 will support an additional 10,289 jobs, create more than \$838 million in wages and business income, and generate more than \$238 million in annual revenue for state and local government.¹⁶ All of these estimated impacts from AHSC-funded developments help stimulate further economic activity both for residents, communities, and the surrounding regions.



36,005 jobs
supported during construction



\$3.5 billion
in wages & business income



\$1.31 billion
in state & local govt. revenues

In addition, high labor standards (including prevailing wage), local workforce development and hiring practices are common for AHSC-funded developments. For Round 6, all awardees plan to establish partnerships with existing community-based workforce development and job training programs, up from 89 percent of awardees in Round 5. Furthermore, 97 percent of awardees will include programming to increase the visibility of their jurisdiction's small business assistance program to support the local economy.

CENTRAL TERRACE APARTMENTS

Location: Oxnard, CA

Development Team:

- Many Mansions

As with all AHSC-funded projects, Central Terrace Apartment helps support economic and workforce development in the local area, often disadvantaged and low-income communities, through partnerships and programming. The project provides 87 affordable homes for low-, very low- and extremely low-income households, 35 of which will serve formerly homeless and/or disabled households. The project will also help fund the implementation of a mobility plan in Oxnard's downtown area as well as the purchase of 42 vehicles for CalVans, half of which will serve the vanpool program for farmworkers. To help address high unemployment rates, the development team has an agreement with the Carpenter's Union to train low-income residents and workers from underrepresented



backgrounds in the construction trade, providing employment opportunities to members of the surrounding disadvantaged community. Furthermore, Many Mansions plans to prioritize Minority and Women Business Enterprises in their contracting for the project by requiring that at least 10 percent of contracts go towards these types of businesses and incorporating incentives in their scoring methodology. The development team will also be promoting the City of Oxnard's small business assistance programs as well as prioritizing working with local businesses during community events whenever possible.

Expanding Transportation Infrastructure & Connectivity to Jobs & Resources

Locating affordable housing near transit positively impacts the environment and the health and well-being of residents.¹⁷ 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.¹⁸ 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.¹⁹ The AHSC program has also funded 732 new buses, vans, and shuttles to improve access to public transit.



19,637 transit passes made available for residents



1,589 crosswalks newly added or improved



242 mi. of bikeways new and improved



HUNTER HOUSE

Location: Stockton, CA

Development Team:

- Service First of Northern California

Expanding transit accessibility in conjunction with the creation of affordable housing is an integral part of AHSC, connecting residents to employment opportunities and community amenities and resources in the process. Hunter House is an Integrated Community Project located in downtown Stockton, providing 120 affordable homes serving formerly homeless individuals, including veterans, transition-age youth, people with developmental disabilities and people with long-term chronic health conditions. The project includes on-site behavioral health services. Hunter House's central location and its proximity to the downtown transit center

HUNTER HOUSE #P19-0294



improves the connectivity to jobs and services in the City and the San Joaquin region for its residents. Residents will also be provided with transit passes, further improving mobility and transit accessibility. In addition, the purchase of a train car for the Altamont Corridor Express through a partnership with the San Joaquin Regional Rail Commission allows the rail provider to expand service to Sacramento, connecting residents to more opportunities, services, and resources in the neighboring region.

Engaging Communities & Collaborating across Sectors



AHSC requires close collaboration and coordination between multiple sectors in order to achieve holistic developments that can foster complete, transit-oriented communities. These partnerships typically include affordable housing developers, transportation agencies, local government, community-based organizations and residents. Round 6 winning applicant teams involved: 25 housing developers, 16 city and county governments, 13 transportation agencies, two community-based organizations, and one public housing authority.

AHSC teams draw from and implement a diverse set of community engagement strategies to identify community needs and inform their proposed development, including community meetings, advisory councils, tabling at events, meetings with local community organizations and neighborhood associations, and by conducting surveys. This outreach and engagement is often held in multiple languages to address the language needs of residents in the surrounding community. Community engagement has also expanded virtually, with many teams holding webinars and virtual meetings to improve accessibility and give consideration to public safety. Some teams implemented

multilingual social media campaigns to reach a broader segment of residents or created websites dedicated to the affordable housing development.

Successful AHSC applicants are often those that have explicitly incorporated design considerations that were suggested by residents during the community engagement process. For example, in response to the desire for more green space, a number of developments in Round 6 are incorporating public open green space or helping complete nearby park plans as part of their urban greening measures. Or, responding to the need to support local families with children, developments are integrating large community spaces, outdoor play areas, and housing units with more bedrooms. In many cases, AHSC developments are also able to include funding for investments identified by previous community engagement and planning processes, including area plans, long-range transportation plans, safe routes to school plans, and mobility plans.



LOS ARROYOS

Location: Farmersville, CA

Development Team:

- Self-Help Enterprises

Los Arroyos maximizes the benefits of an AHSC investment by addressing a wide spectrum of community needs through strategic community partnerships. In addition to providing 54 affordable homes, the project includes an on-site community center which is shared with the adjacent affordable housing community. Additionally, the project's public transit investments were designed to meet the needs of the surrounding disadvantaged community, including the construction of a multi-modal transit station in partnership with the City of Farmersville and Tulare County Association of Governments (TCAG), the purchase of 40 vanpooling vehicles through a partnership with CalVans, and 10 medium-duty battery-electric vans for the newly created Tulare

County Regional Transit Agency - all of which help implement the county's Sustainable Communities Strategy. To address climate adaptation concerns raised during the community engagement process, Los Arroyos is partnering with LISTOS CA to provide emergency preparedness education related to drought and extreme heat, with classes to be held at the project's community center. Finally, the development team is collaborating with Community Services Employment Training to provide workforce development services to help community members obtain quality employment, aiming to alleviate high unemployment in the area. Partnerships and careful consideration for community needs is key to delivering the multiple co-benefits that AHSC works to incentivize in local communities, and Los Arroyos serves as a testament to this collaborative approach.

CONCLUSION



As California continues to grow its strategies to address the state’s needs for affordable housing, reducing greenhouse gas emissions, and creating greater access to opportunity, the Affordable Housing and Sustainable Communities program continues to be a model of innovation and state and local partnership. Also, AHSC is one of the only state programs that funds holistic, multisectoral community development, especially in communities that have been subject to historic disinvestment.



Consistent state funding over six rounds to date has allowed AHSC to continue to deliver on its programmatic goals at significant scale. Currently, AHSC is the only state affordable housing program with an ongoing, allocated funding source; other programs rely on a state budget allocation each year or a time-limited bond passed by voters. Funding predictability gives developers, localities, and transit agencies greater confidence and opportunity to identify and move forward high-quality developments, encouraging a pipeline of integrated housing and transportation developments in regions across the state.



As California communities embark on this next chapter of meeting ambitious housing, climate, and equity goals, transformational investments like AHSC are needed even more urgently. A stable, affordable place to live with sustainable access to the places people need to go is a foundation to a prosperous, vibrant life and community.

Methodology & Sources

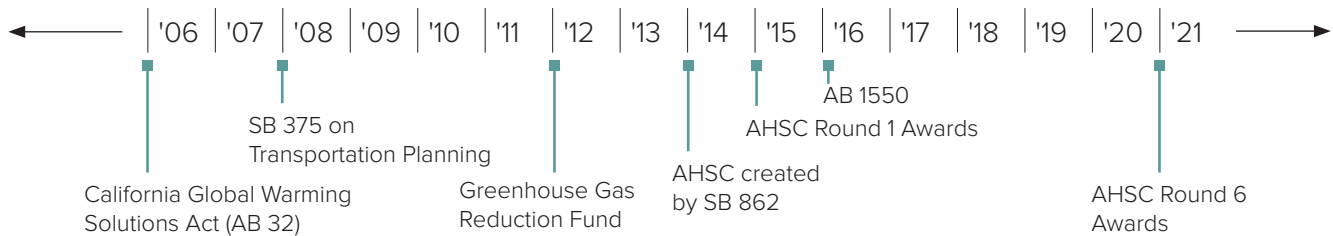
- 1 California Air Resources Board, 2018. “2018 Progress Report: California’s Sustainable Communities and Climate Protection Act.” November. Website: https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf
- 2 CO2 reduction for each round of AHSC awards was calculated 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/>
- 3 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.
- 4 Total pounds of local air pollutant emissions removed by each AHSC development is represented as the median value for Round 5. 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 (NOx), reactive organic gasses (ROG), diesel particulate matter (diesel PM), and fine particulate matter less than 2.5 micrometers (PM2.5).
- 5 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>
- 6 Union of Concerned Scientists, 2014. “Vehicles, Air Pollution, and Human Health.” Website: <https://www.ucsusa.org/resources/vehicles-air-pollution-human-health>
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- 9 California Housing Partnership and Urban Displacement Project, 2019. “Rising Housing Costs and Re-Segregation in the San Francisco Bay Area.” Website: <https://bit.ly/3jvEzUq>
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- 12 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

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- 13 American Community Survey, 2020 5-Year Estimates.
- 14 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.
- 15 U.S. Census Bureau, 2022, “Week 48 Household Pulse Survey: July 27 - August 8th” <https://www.census.gov/data/tables/2022/demo/hhp/hhp48.html>
- 16 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 multifamily 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 2019 dollars. Report: National Association of Home Builders, 2016. “The Economic Impact of Home Building in California: Income Jobs, and Taxes Generated.” July.
- 17 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>.
- 18 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.
- 19 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.

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

The determination of DAC status is based on the California Communities Environmental Health Screening Tool (CalEnviroScreen), a model

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.

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) Archway Commons II, Modesto, CA; (Bottom) Downtown Hayward Senior Apartments, Hayward, CA

Page 4: Mandela Station, Oakland, CA

Page 10: 965 Weeks Rendering, East Palo Alto, CA

Page 12: 1880 E. Walnut Street Rendering, Pasadena, CA

Page 14: Hunter House, Stockton, CA

Page 15: Mandela Station, Oakland, CA

Page 15: Los Arroyos Rendering, Farmersville, CA

Page 16: Three Renders of Legacy Square, Santa Ana, 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 & 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 – 6

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Alameda	Berkeley	2	Grayson Street Apartments	\$3,755,326	22	15	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	15	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
	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	Coliseum Connections	\$14,844,762	54	18	9
	Oakland	2	Empyrean & Harrison Hotel Housing and Transportation Improvements	\$16,807,556	146	18	9
	Oakland	2	Lakehouse Connections	\$18,127,203	90	18	9
	Oakland	3	3268 San Pablo	\$8,917,500	50	15	9
	Oakland	3	Coliseum Area-International Boulevard TOD Partnership	\$14,000,000	58	18	9
	Oakland	5	Fruitvale Transit Village IIB	\$29,966,039	169	18	9
	Oakland	5	Mandela Station Transit Oriented Development	\$29,659,310	238	18	9
	Oakland	6	Lake Merritt BART Senior Affordable Housing	\$24,412,976	96	18	9
	Oakland	6	Longfellow Corner and Transit Improvements	\$19,587,014	76	18	9
	San Leandro	1	San Leandro Senior	\$7,997,808	84	18	9
Unincorporated Alameda County	5	Madrone Terrace	\$18,947,330	78	20	10	
Union City	6	Lazuli Landing	\$21,123,592	74	20	10	

List of AHSC-Funded Developments Rounds 1 – 6 (cont.)

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	7
	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
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	23	8
	Fresno	2	Kings Canyon Connectivity Project - (Kings Canyon)	\$15,579,426	134	31	14
	Fresno	2	South Stadium Phase I TOD	\$5,738,730	10	31	14
	Fresno	3	Blackstone & McKinley Transit Oriented Development (BMTOD)	\$16,039,962	87	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
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
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	14
Los Angeles	Compton	6	501 601 E. Compton	\$20,897,952	58	64	35

List of AHSC-Funded Developments Rounds 1 – 6 (cont.)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Los Angeles	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	64	35
	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	39	18
	Los Angeles	2	7th & Witmer Apartments	\$16,760,000	75	53	24
	Los Angeles	2	MDC Jordan Downs	\$11,969,111	119	64	35
	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	Six Four Nine Lofts	\$5,315,000	54	53	30
	Los Angeles	3	Elden Elms	\$16,662,640	92	53	24
	Los Angeles	3	PATH Villas Hollywood	\$8,310,578	59	43	24
	Los Angeles	3	Vermont Manchester Transit Priority Project	\$20,000,000	165	59	30
	Los Angeles	3	Weingart Tower and Skid Row Transportation Safety Project	\$20,000,000	275	53	30
	Los Angeles	3	Willowbrook 2	\$12,531,304	99	64	35
	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	59	30	

List of AHSC-Funded Developments Rounds 1 – 6 (cont.)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Los Angeles	Los Angeles	5	3rd and Dangler Apartments	\$23,856,673	77	24	13
	Los Angeles	5	619 Westlake	\$13,232,431	77	53	24
	Los Angeles	5	Corazón del Valle	\$23,229,151	88	46	18
	Los Angeles	5	Parkview	\$24,057,513	126	59	33
	Los Angeles	5	Rose Hill Courts Phase I	\$20,186,958	77	51	24
	Los Angeles	5	Santa Monica & Vermont TOD	\$29,889,806	94	43	24
	Los Angeles	5	Washington Arts Collective	\$7,532,258	55	2	2
	Los Angeles	6	87th & Western Apartments	\$30,000,000	157	59	30
	Los Angeles	6	Grandview Apartments TOD	\$14,004,838	94	53	24
	Los Angeles	6	Jordan Downs Area H2B	\$13,959,887	94	36	21
	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	Umeya Apartments	\$30,000,000	173	53	30
	Los Angeles	6	Vista Terrace	\$22,000,000	101	46	18
	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
	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 Los Angeles County	3	East Los Angeles Wellness Hub and Cavalry Walking Path	\$8,722,423	111	51	24
	Unincorporated Los Angeles County	3	Florence Neighborhood Mobility, TOD Affordable Housing, and Urban Greening	\$10,798,068	108	59	33
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	12

List of AHSC-Funded Developments Rounds 1 – 6 (cont.)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Merced	Merced	4	Childs and B Street TOD Affordable Housing	\$13,949,300	118	21	12
Multiple Counties	Multiple Counties	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	Riverside	1	March Veterans Village	\$6,109,114	136	61	31
	Riverside	4	Downtown Coachella Net Zero Affordable Housing and Transportation Collaboration	\$14,895,407	104	56	28
	Riverside	4	Mission Heritage Plaza	\$16,826,931	71	61	31
	Riverside	5	Entrada	\$22,121,206	64	61	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
San Bernardino	San Bernardino	3	Arrowhead Grove Phase II & III	\$20,000,000	147	40	23
San Diego	El Cajon	2	Cornerstone Place	\$12,090,713	69	71	38
	National City	1	Westside Infill Transit Oriented Development	\$9,240,888	91	80	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 (National City)	6	Azuriik	\$16,500,000	396	80	40

List of AHSC-Funded Developments Rounds 1 – 6 (cont.)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
San Diego	San Diego County	1	South Bay Bus Rapid Transit (BRT) Project	\$7,000,000	-	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	1950 Mission Street	\$15,000,000	155	17	11
	San Francisco	3	2060 Folsom Street Affordable Housing	\$14,000,000	126	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
	San Francisco	5	266 4th Street - TOD Partnership	\$20,113,667	69	17	11
	San Francisco	5	Balboa Park Upper Yard	\$29,952,200	112	19	11
	San Francisco	5	HOPE SF Potrero Block B	\$29,829,178	156	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	6	The Kelsey Civic Center	\$29,269,952	98	17	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	4	Grand View Village Connectivity Project	\$17,894,572	62	13	5
	Stockton	6	The Hunter House	\$27,007,070	119	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

List of AHSC-Funded Developments Rounds 1 – 6 (cont.)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Santa Clara	San Jose	2	Renascent San Jose	\$14,979,486	160	27	15
	San Jose	2	St. James Station TOD	\$12,889,611	134	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
Santa Cruz	Santa Cruz	6	Pacific Station North	\$29,668,900	93	29	17
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
Tulare	Farmersville	6	Los Arroyos Housing and Transportation Improvement Project	\$14,523,570	53	26	14
Tulare	Goshen	3	Sequoia Commons Affordable Housing & Transportation Project	\$12,088,276	65	26	16
Tulare	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

List of AHSC-Funded Developments Rounds 1 – 6 (cont.)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Ventura	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
Yolo	West Sacramento	1	Delta Lane Affordable Housing and Grand Gateway	\$6,730,888	76	7	6

