

File No. 191291

Committee Item No. 10

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget & Finance Committee

Date January 8, 2020

Board of Supervisors Meeting

Date _____

Cmte Board

- Motion
- Resolution
- Ordinance
- Legislative Digest
- Budget and Legislative Analyst Report
- Youth Commission Report
- Introduction Form
- Department/Agency Cover Letter and/or Report
- MOU
- Grant Information Form
- Grant Budget
- Subcontract Budget
- Contract/Agreement
- Form 126 – Ethics Commission
- Award Letter
- Application
- Public Correspondence

OTHER (Use back side if additional space is needed)

- Program Guidelines
- Planning Memo 12/5/19
- Notice of Funding Availability
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Completed by: Linda Wong

Date January 3, 2020

Completed by: Linda Wong

Date _____

1 [Apply for Grant - 4th and Folsom Associates, L.P. - Assumption of Liability - Department of
2 Housing and Community Development Affordable Housing and Sustainable Communities
3 Program - 266-4th Street]

4 **Resolution authorizing the Mayor's Office of Housing and Community Development on**
5 **behalf of the City and County of San Francisco to execute a grant application, as**
6 **defined herein, under the Department of Housing and Community Development**
7 **Affordable Housing and Sustainable Communities ("AHSC") Program as a joint**
8 **applicant with 4th and Folsom Associates, L.P., a California limited partnership, for the**
9 **100% affordable housing project at 266-4th Street; authorizing the City to assume any**
10 **joint and several liability for completion of the projects required by the terms of any**
11 **grant awarded under the AHSC Program; and adopting findings under the California**
12 **Environmental Quality Act ("CEQA"), the CEQA Guidelines, and Administrative Code,**
13 **Chapter 31.**

14
15 WHEREAS, The State of California, the Strategic Growth Council ("SGC") and the
16 Department of Housing and Community Development ("Department" has issued a Notice of
17 Funding Availability ("NOFA") dated November 1, 2019, under the Affordable Housing and
18 Sustainable Communities ("AHSC") Program established under Division 44, Part 1 of the
19 Public Resources Code commencing with Section 75200; and

20 WHEREAS, The SGC is authorized to approve funding allocations for the AHSC
21 Program, subject to the terms and conditions of the NOFA, AHSC Program Guidelines
22 adopted by SGC on October 31, 2019 ("Program Guidelines"), an application package
23 released by the Department for the AHSC Program ("Application Package"), and an AHSC
24 standard agreement with the State of California ("Standard Agreement"), the Department is
25 authorized to administer the approved funding allocations of the AHSC Program; and

1 WHEREAS, The AHSC Program provides grants and loans to applicants identified
2 through a competitive process for the development of projects that, per the Program
3 Guidelines, will create new affordable housing and achieve greenhouse gas reductions and
4 benefit disadvantaged communities through increased accessibility to affordable housing,
5 employment centers and key destinations via low-carbon transportation; and

6 WHEREAS, The AHSC Program requires that joint applicants for a project will be held
7 jointly and severally liable for completion of such project; and

8 WHEREAS, 4th and Folsom Associates, L.P., a California limited partnership
9 (“Developer”), has requested the City and County of San Francisco (the “City”), acting by and
10 through the Mayor’s Office of Housing and Community Development (“MOHCD”), to be a joint
11 applicant for its project located at 266-4th Street (the “266-4th Street”); and

12 WHEREAS, On December 5, 2019, by Notice of Final Approval of an SB 35 Project,
13 the Planning Department by case No.2019-014414PRJ , determined that the development of
14 the mixed-use, 100% affordable housing project consisting of a 70-unit residential rental
15 building at 266-4th Street (Assessor’s Parcel Block No. 3733 / Lot No. 093) (the “Project”),
16 met all the standards of the Planning Code and would be eligible for ministerial approval
17 under California Government Code, Section 65913.4 (Senate Bills 35 and 765), California
18 Public Resources Code, Section 21080, and the CEQA Guidelines, Sections 15002(i)(1),
19 15268 and 15369, and would therefore not be subject to the California Environmental Quality
20 Act (CEQA); and

21 WHEREAS, The Department of Public Works(“DPW”) plans to perform bicycle, and
22 pedestrian improvements in the vicinity of the Project (the “DPW Work”); and

23 WHEREAS, In order to be highly competitive for the AHSC funds, the Developer and
24 MOHCD will also apply for AHSC grant funds to purchase a BART car in order to further
25 reduce greenhouse gas emissions; and

1 WHEREAS, The City, acting by and through MOHCD, desires to apply for AHSC
2 Program funds and submit an Application Package as a joint applicant with the Developer;
3 and

4 WHEREAS, DPW, MOHCD and Developer will enter into a Memorandum of
5 Understanding to make commitments related to completion of the work on the 266-4th Street
6 project as included in the Application Package; and

7 WHEREAS, BART and the Developer will enter into a Memorandum of Understanding
8 regarding the purchase of the BART car, and the City, as joint applicant for the Balboa Park
9 Upper Yard AHSC application, will execute the Memorandum of Understanding for
10 acknowledgement and consent purposes; now, therefore, be it

11 RESOLVED, That the Board of Supervisors delegates to MOHCD, on behalf of the
12 City, the authority to execute an application to the AHSC Program as detailed in the NOFA
13 dated November 1, 2019, for Round 5, in a total amount not to exceed \$20,113,667 of which
14 \$13,579,567 will be provided as a loan for an Affordable Housing Development ("AHD")
15 ("AHSC Loan") and \$6,534,100 will be provided as a grant for Housing-Related Infrastructure
16 ("HRI"), Sustainable Transportation Infrastructure ("STI"), Transit-Related Amenities ("TRA")
17 or Program ("PGM") activities ("AHSC Grant") as defined the AHSC Program Guidelines and
18 sign AHSC Program documents; and, be it

19 FURTHER RESOLVED, The Board of Supervisors specifically agrees that the City
20 shall assume any joint and several liability for completion of the Project required by the terms
21 of any grant awarded to the City and the Developer under the AHSC Program; and, be it

22 FURTHER RESOLVED, That the Board of Supervisors acknowledges that if the
23 Application is successful, the City, through MOHCD, shall seek Board of Supervisors approval
24 of the Standard Agreement, with terms and conditions that AHSC Program funds are to be
25 used for allowable capital asset project expenditures to be identified in Exhibit A of the

1 Standard Agreement, that the Application Package in full is incorporated as part of the
2 Standard Agreement, and that any and all activities funded, information provided, and
3 timelines represented in the application are enforceable through the Standard Agreement;
4 and, be it

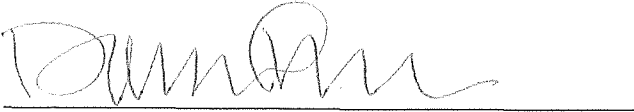
5 FURTHER RESOLVED, That the Board of Supervisors authorizes the Acting Director
6 of MOHCD (or his designee) to execute and deliver any documents in the name of the City
7 that are necessary, appropriate or advisable to secure the AHSC Program funds from the
8 Department, and all amendments thereto, and complete the transactions contemplated herein
9 and to use the funds for eligible capital asset(s) in the manner presented in the application as
10 approved by the Department and in accordance with the NOFA and Program Guidelines and
11 Application Package; and, be it

12 FURTHER RESOLVED, That all actions authorized and directed by this Resolution and
13 heretofore taken are ratified, approved and confirmed by this Board of Supervisors.

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RECOMMENDED:



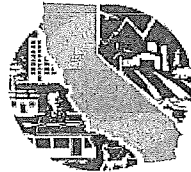
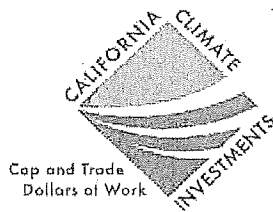
Daniel Adams, Acting Director,
Mayor's Office of Housing and Community Development

AHSC Application

NOFA Round 5

FY 2019-20

**Affordable Housing and Sustainable
Communities Program (AHSC)**



**CALIFORNIA STRATEGIC
GROWTH COUNCIL**



**State of California
Governor Gavin Newsom**

**Alexis Podesta, Secretary
Business, Consumer Services and Housing Agency**

**Doug McCauley, Acting Director
Department of Housing and Community Development (HCD)**

2020 West El Camino Avenue, Suite 650, Sacramento, CA 95833

email: ahsc@hcd.ca.gov

<http://hcd.ca.gov/grants-funding/active-funding/ahsc.shtml>

November 1, 2019 NOFA

Overview

When opening this file, a yellow banner at the top may appear with a button that says "Enable Editing". It is essential that you click this box so that the macros are enabled. Enabling macros is necessary for full worksheet functionality. Macros do not work with Microsoft's Excel version for Apple Mac.

Affordable Housing & Sustainable Communities Program (AHSC) Project Information		FAAST PIN:
Project Name:	Project Area Type:	Housing Type:

For ICP or RIPA Area Types - Must include within the Project Area: a Sustainable Transportation Infrastructure Project and an Affordable Housing Development and/or Housing Related Infrastructure Project - §102(d)(3) & (e) (check all boxes that apply):	<input checked="" type="checkbox"/> Affordable Housing Development (AHD) - §103(a)(1) <input checked="" type="checkbox"/> Housing Related Infrastructure (HRI) - §103(a)(2) <input checked="" type="checkbox"/> Sustainable Transportation Infrastructure (STI) - §103(a)(3) <input checked="" type="checkbox"/> Transportation-Related Amenities (TRA) - §103(a)(4) <input checked="" type="checkbox"/> Program Costs (PGM) - §103(b)	Was Project awarded funds in prior AHSC rounds? If yes, which round of AHSC was it awarded? Is Project a phase of a previously awarded project? Select Metropolitan Planning Org. or "non-MPO area" below
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Total Dev. Costs & AHSC Funding - limits: §103(a)(1)(D), §103(a)(2)(B), §103(a)(3)(B), §103(a)(4)(C), §103(b)(2), and §104(a)					Legislative Data	
Capital Project/Program:	Total Development Costs (TDC)	AHSC Funds Request (min \$1M, max \$30M; STI+TRA max \$10M)	AHSC / Total AHSC	Non-AHSC Funding Commitments		
Housing (AHD)	\$0	\$0	0.00%	\$0	State Assembly District:	
Housing (HRI)	\$0	\$0	0.00%	\$0	Senate District:	
Housing (AHD & HRI)	\$0	\$0	0.00%	\$0	Congressional District:	
Transportation (STI)	\$0	\$0	0.00%	\$0		
Transportation (TRA)	\$0	\$0	0.00%	\$0		
Programs (PGM)	\$0	\$0	0.00%	\$0		
Totals:	\$0	\$0	0.00%	\$0		

Employment Benefits & Outcomes Reporting §103(a)(1)(C)(iii), (2)(A)(iii), (3)(A)(iii), and (4)(A)(iii)	AHD	HRI	STI	TRA	Total Budgeted	2% Cost Cap	Overage	
Total amount of eligible Employment Benefits and Outcomes Reporting costs not to exceed 2% of the total AHSC Program award (not included within the soft costs cap or Active Delivery Cost cap).	\$0	\$0	\$0	\$0	\$0	\$0	\$0	OK

Project Description - describe major Project components (do not exceed 700 characters)

of description characters: 0

AB-1550 Priority Populations §101

Project 10 digit census tract:	Disadvantaged Community:	Low-Income Community:	Low-Income Households:
FAAST File: AB1550	Applicable CARB Priority Population Benefit Criteria Tables		File Uploaded?

Project Area Definition §102(a)

Description of geographical boundaries (defined by vicinity map, service area, etc.):			
FAAST File:	Project Area Map	NOTE: Items marked with (PAM) in this application must be identified on the Project Area Map (PAM). This includes Quantitative Policy Scoring worksheet Active Transportation Improvements §107(b)(1), (4) & (5) and Location Efficiency and Access to Destinations §107(e)(2). Narrative Based Policy worksheet Collaboration & Planning §107(m)(2) must also be identified on the PAM. Please refer to the Project Area Mapping Guidance for instructions.	Files Uploaded?

Required Project Area Components §102(a):

(1) Be a contiguous area included within a distinct planning area in a local or regional planning document(s) or transit service area	
(2) Include at least one Transit Station/Stop consistent with the requirements set forth in the TOD, ICP and RIPA; and	
(3) Be of a defined size consistent with one of the following:	
(A) For Project Areas with fixed transit routes, the defined Project Area may not exceed a one (1) mile buffer around the identified Transit Station/Stop merged with a 1/2 mile buffer around all STI improvements.	Select one
(B) For Project Areas with Flexible Transit Service routes, the defined Project Area must be defined based on the identified service area of the transit line.	Select one
(C) For Project Areas which include a Transit Corridor, bicycle network or both, Project Area must be identified in a plan (i.e. General, Bicycle Master or Transit Corridor Implementation).	Select one

Plan name (if applicable): §102(a)(3)(C)

§106(a)(15)	Applicant acknowledges that Qualifying Transit must be completed and offering service to the Transit Station/Stop of the Project Area by the time set forth in the Standard Agreement.		
FAAST File:	Transit Service Map	Transit Service Map supporting the Qualifying Transit. Quantitative Policy Scoring worksheet Active Transportation Improvements §107(b)(2) must also be identified on the Transit Service Map. Refer to the Project Area Mapping Guidance document for instructions.	Files Uploaded?
FAAST File:	Transit Service Schedule	All documentation transit service schedule supporting the transit service area. All transit service schedules should be uploaded to "Transit Service Schedule" as one document.	Files Uploaded?

Application Threshold Requirements §106(a)

(1) We certify the Project will achieve a reduction in GHG emissions through fewer vehicle miles traveled (VMT) pursuant to the CARB Quantification Methodology.			
(2) We certify that this proposal supports implementation of the applicable Sustainable Community Strategy (SCS) or similar sustainable planning document in non-Metropolitan Planning Organization (MPO) regions and is consistent with activities or strategies identified in the regional SCS, or similar planning document that demonstrate a per capita reduction in VMT and GHG.			
FAAST File:	MPO Support Doc	Executed document from MPO identified in cell Y9 above confirming consistency with SCS or similar sustainable planning document in non-Metropolitan Planning Organization regions, per Section 106 (a).	Files Uploaded?
FAAST File:	SCS or Equiv Regional Plan	Indicate the applicable section or elements of the SCS or equivalent regional plan detailing regional government involvement.	File Uploaded?
(3) We certify the Project is consistent with the State planning priorities established pursuant to §65041.1 of the Government Code.			

Overview

(6)(A) We certify the Project will incorporate at least two Urban Greening feature as defined in Guidelines Appendix A, with dedicated maintenance for at least two years and include adequate lighting in accordance with local, state or federal design standards and requirements for all publicly accessible components of the Project including active transportation route and transit stations or stops. <i>(select two features below and include costs in budget(s))</i>				
(6)(B) We certify the Project will include adequate lighting in accordance with local, state, and federal design standards and requirements for all publicly accessible components of the Project including active transportation routes and transit stations or stops.				
(7) Must demonstrate a level of committed funding at time of application that is ≥ 0.90 <i>(must complete applicable project/program worksheets)</i>	§106(a)(7) calculation results=	0.00	If No, Project has insufficient funding Commitments	No
(10) Is application (including the UA) sufficiently complete to assess feasibility of application and its compliance with AHSC Program and application requirements?				
(16) Does any Capital Project trigger State Reloc. Assistance Law (CA Gov Code §7260-7277)?	AHD	HRI	STI	TRA
If Yes, provide a narrative discussion on the number of impacted households and provided relocation assistance including what actions have or will be taken to comply with State Relocation Assistance Law? If No, provide documentation supporting relocation is not required.				
FAAST File:	Reloc Plan	Applicants must provide a Relocation Plan or documentation supporting no relocation.		File Uploaded?
(17) Will the Housing Element for the jurisdiction in which Project is located be in substantial compliance by the date of award recommendation. Housing Element in substantial compliance means the local public entity's adopted housing element is in substantial compliance as demonstrated by a letter from HCD which sets forth findings that the housing element adopted within the time frames required by Gov Code §65588 includes that substance essential to every requirement of Article 10.6, commencing with Gov. Code §65580, Ch. 3 of Div. 1 of Title VII? Projects located on Trust Land, as defined in Appendix B(a)(1), (2), are exempt from this requirement.				
FAAST File:	Hsg Element Letter	A jurisdiction's current housing element compliance status is obtainable thru HCD's website		File Uploaded?
(18) Climate adaptation measures are integrated into Project through the "Community Climate Resiliency" scoring in §107(o) - <i>Narrative-Based Policy worksheet</i>				
(23) All Project components will meet applicable codes, including the California Building Standards Code (CCR, Title 24), which effective January 1, 2020, requires mechanical ventilation systems with high efficiency filtration of Minimum Efficiency Rating Value (MERV) 13.				
(25) Project will meet the accessibility requirements specified in the TCAC regulations, as may be amended and renumbered from time to time. Exemption requests, as provided for in the TCAC regulations, must be approved in writing by HCD prior to the start of construction. Projects must also provide a preference for accessible units to persons with disabilities requiring the features of the accessible units in accordance with TCAC regulations. The applicant or Developer of the Project must ensure that any other applicable federal, state, and local accessibility requirements are met.				

Applicant Information §105

FAAST File:	Indian Tribe	If applicable, for all Federally recognized Indian Tribe Applicants, upload documentation to support requirements as described in Appendix B	Copy Attached?	File Uploaded?
Will a Public Agency have a real property interest in the proposed Project §105(a)(3)? (if yes, your application must include one of the following below) Yes No				
<input type="checkbox"/> 1. Application will include the Public Agency as a joint applicant <input type="checkbox"/> 2. Application includes a commitment to enter into a contractual agreement to develop the Project, if it is awarded.				
FAAST File:	STI TRA Agrmnt	If applicable, an applicant may provide an executed agreement with a specific Locality or transportation agency non-applicant for the completion of STI or TRA components for which funding is sought.	Copy Attached?	File Uploaded?
Applicant #1				
Entity Name		Eligible Applicant	Organization Type	
Address		City	State	Zip
Auth Rep	Title	Authorized Rep. Email	Phone	
Contact	Title	Contact Email	Contact Phone	
Address		City	State	Zip
FAAST File:	App1 Cert & Legal	Certs & Legal Disclosure (See Certifications & Legal Disclosure below)	Copy Attached?	File Uploaded?
FAAST File:	App1 Reso	Resolutions (see Resolution section below)	Copy Attached?	File Uploaded?
FAAST File:	App1 OrgDoc1, App1 OrgDoc2, etc.	Organizational Documents (see Organizational Documents section below)	Files Uploaded?	
FAAST File:	App1 OrgChart	Organizational Chart (see Organizational Documents section below)	Files Uploaded?	
FAAST File:	App1 Signature Block	Signature Block (Upload in Microsoft Word Document)	File Uploaded?	
FAAST File:	App1 Payee Data or TIN	Payee Data Record STD-204 or Taxpayer Identification Number (TIN) (see section below)	Copy Attached?	File Uploaded?
Applicant #2				
Entity Name		Eligible Applicant	Organization Type	
Address		City	State	Zip
Auth Rep	Title	Authorized Rep. Email	Phone	
Contact	Title	Contact Email	Contact Phone	
Address		City	State	Zip
FAAST File:	App2 Cert & Legal	Certs & Legal Disclosure (See Certifications & Legal Disclosure below)	Copy Attached?	File Uploaded?
FAAST File:	App2 Reso	Resolutions (see Resolution section below)	Copy Attached?	File Uploaded?
FAAST File:	App2 OrgDoc1, App2 OrgDoc2, etc.	Organizational Documents (see Organizational Documents section below)	Files Uploaded?	
FAAST File:	App2 OrgChart	Organizational Chart (see Organizational Documents section below)	Files Uploaded?	
FAAST File:	App2 Signature Block	Signature Block (Upload in Microsoft Word Document)	File Uploaded?	
FAAST File:	App2 Payee Data or TIN	Payee Data Record STD-204 or Taxpayer Identification Number (TIN) (see section below)	Copy Attached?	File Uploaded?
Applicant #3 (if applicable)				
Entity Name		Eligible Applicant	Organization Type	
Address		City	State	Zip
Auth Rep	Title	Authorized Rep. Email	Phone	
Contact	Title	Contact Email	Contact Phone	
Address		City	State	Zip
FAAST File:	App3 Cert & Legal	Certs & Legal Disclosure (See Certifications & Legal Disclosure below)	Copy Attached?	File Uploaded?
FAAST File:	App3 Reso	Resolutions (see Resolution section below)	Copy Attached?	File Uploaded?
FAAST File:	App3 OrgDoc1, App3 OrgDoc2, etc.	Organizational Documents (see Organizational Documents section below)	Files Uploaded?	
FAAST File:	App3 OrgChart	Organizational Chart (see Organizational Documents section below)	Files Uploaded?	

Overview										
FAAST File:	App3 Signature Block	Signature Block (Upload in Microsoft Word Document)					File Uploaded?			
FAAST File:	App3 Payee Data or TIN	Payee Data Record STD-204 or Taxpayer Identification Number (TIN) (see section below)				Copy Attached?	File Uploaded?			
Applicant #4 (if applicable)										
Entity Name		Eligible Applicant			Organization Type					
Address		City		State		Zip				
Auth Rep		Title	Authorized Rep. Email		Phone					
Contact		Title	Contact Email		Contact Phone					
Address		City		State		Zip				
FAAST File:	App4 Cert & Legal	Certs & Legal Disclosure (See Certifications & Legal Disclosure below)				Copy Attached?	File Uploaded?			
FAAST File:	App4 Reso	Resolutions (see Resolution section below)				Copy Attached?	File Uploaded?			
FAAST File:	App4 OrgDoc1, App4 OrgDoc2, etc.	Organizational Documents (see Organizational Documents section below)					Files Uploaded?			
FAAST File:	App4 OrgChart	Organizational Chart (see Organizational Documents section below)					Files Uploaded?			
FAAST File:	App4 Signature Block	Signature Block (Upload in Microsoft Word Document)					File Uploaded?			
FAAST File:	App4 Payee Data or TIN	Payee Data Record STD-204 or Taxpayer Identification Number (TIN) (see section below)				Copy Attached?	File Uploaded?			
Applicant #5 (if applicable)										
Entity Name		Eligible Applicant			Organization Type					
Address		City		State		Zip				
Auth Rep		Title	Authorized Rep. Email		Phone					
Contact		Title	Contact Email		Contact Phone					
Address		City		State		Zip				
FAAST File:	App5 Cert & Legal	Certs & Legal Disclosure (See Certifications & Legal Disclosure below)				Copy Attached?	File Uploaded?			
FAAST File:	App5 Reso	Resolutions (see Resolution section below)				Copy Attached?	File Uploaded?			
FAAST File:	App5 OrgDoc1, App5 OrgDoc2, etc.	Organizational Documents (see Organizational Documents section below)					Files Uploaded?			
FAAST File:	App5 OrgChart	Organizational Chart (see Organizational Documents section below)					Files Uploaded?			
FAAST File:	App5 Signature Block	Signature Block (Upload in Microsoft Word Document)					File Uploaded?			
FAAST File:	App5 Payee Data or TIN	Payee Data Record STD-204 or Taxpayer Identification Number (TIN) (see section below)				Copy Attached?	File Uploaded?			
Certifications & Legal Disclosure										
A completed and signed Certification is required for each Joint Applicant. Each Joint Applicant must sign an individual Certification form. A completed and signed Legal Disclosure is also required for each Joint Applicant. In addition, a wet signature original of each signed Certification & Legal Disclosure must be submitted to HCD. The hard copy Certifications & Legal Disclosure should be submitted with the application as detailed in the NOFA.										
A copy of the required Certification & Legal Disclosure can be downloaded by clicking here.										
Resolution										
A resolution is required of each Joint Applicant - both private and public entities. A sample resolution template is available on AHSC website.										
The resolution template is intended to be a sample. Applicants may use their own format as long as it contains ALL of the authorizations contained in the template.										
Organizational Documents										
Org Docs are required for all Applicants, except where a joint applicant is a governmental entity. Governmental entities are not required to submit organizational documents. Submit Organizational Documents supporting the Resolution submitted with the application.										
Organizational Chart: The Organizational Chart must depict the Organizational Structure of the entities in relation to the applicant.										
Signature Block										
All Applicants must submit a Signature Block in a Microsoft Word Document that will be used in Department legal documents such as a Standard Agreement.										
Payee Data Record STD-204 or Taxpayer Identification Number (TIN)										
Any Applicant or party that receives HCD funding must submit a Payee Data Record or Taxpayer Identification Number (TIN) form. The TIN must be submitted by all governmental entities. All others must submit the STD-204 Payee Data Record. A wet signature original must be submitted to HCD. Forms available on AHSC website.										
Development Team Contacts										
Owner/Borrower Entity										
Legal Name					Organization Type					
Address		City		State		Zip				
Auth Rep		Title	Authorized Rep. Email		Phone					
Contact		Title	Contact Email		Contact Phone					
Address		City		State		Zip				
File Name:	Owner Cert & Legal	Certs & Legal Disclosure (See Certifications & Legal Disclosure below)				Copy Attached?	File Uploaded?			
File Name:	Owner Reso	Resolutions (see Resolution section above)				Copy Attached?	File Uploaded?			
File Name:	Owner OrgDoc	Organizational Documents (see Organizational Documents section above)					Files Uploaded?			
File Name:	Owner OrgChart	Organizational Chart (see Organizational Documents section above)					Files Uploaded?			
File Name:	Owner Signature Block	Signature Block (Upload in Microsoft Word Document)					File Uploaded?			
File Name:	Owner Payee Data or TIN	Payee Data Record STD-204 or Taxpayer Identification Number (TIN) (see section above)				Copy Attached?	File Uploaded?			
Managing General Partner										
Legal Name					Organization Type					
Address		City		State		Zip				
Auth Rep		Title	Authorized Rep. Email		Phone					
Contact		Title	Contact Email		Contact Phone					
Address		City		State		Zip				
File Name:	MGP Cert & Legal	Certs & Legal Disclosure (See Certifications & Legal Disclosure below)				Copy Attached?	File Uploaded?			
File Name:	MGP Reso	Resolutions (see Resolution section above)				Copy Attached?	File Uploaded?			
File Name:	MGP OrgDoc	Organizational Documents (see Organizational Documents section above)					Files Uploaded?			
File Name:	MGP OrgChart	Organizational Chart (see Organizational Documents section above)					Files Uploaded?			
File Name:	MGP Signature Block	Signature Block (Upload in Microsoft Word Document)					File Uploaded?			
File Name:	MGP Payee Data or TIN	Payee Data Record STD-204 or Taxpayer Identification Number (TIN) (see section above)				Copy Attached?	File Uploaded?			

Overview

Administrative General Partner #1

Legal Name				Organization Type		
Address				City	State	Zip
Auth Rep	Title	Authorized Rep. Email		Phone		
Contact	Title	Contact Email	State		Phone	
Address				City	State	Zip
File Name:	AGP Cert & Legal	Certs & Legal Disclosure (See Certifications & Legal Disclosure below)	Copy Attached?	File Uploaded?		
File Name:	AGP Reso	Resolutions (see Resolution section above)	Copy Attached?	File Uploaded?		
File Name:	AGP OrgDoc	Organizational Documents (see Organizational Documents section above)	Files Uploaded?			
File Name:	AGP OrgChart	Organizational Chart (see Organizational Documents section above)	Files Uploaded?			
File Name:	AGP Signature Block	Signature Block (Upload in Microsoft Word Document)	File Uploaded?			
File Name:	AGP Payee Data or TIN	Payee Data Record STD-204 or Taxpayer Identification Number (TIN) (see section above)	Copy Attached?	File Uploaded?		

Administrative General Partner #2

Legal Name				Organization Type		
Address				City	State	Zip
Auth Rep	Title	Authorized Rep. Email		Phone		
Contact	Title	Contact Email	State		Phone	
Address				City	State	Zip
File Name:	AGP2 Cert & Legal	Certs & Legal Disclosure (See Certifications & Legal Disclosure below)	Copy Attached?	File Uploaded?		
File Name:	AGP2 Reso	Resolutions (see Resolution section above)	Copy Attached?	File Uploaded?		
File Name:	AGP2 OrgDoc	Organizational Documents (see Organizational Documents section above)	Files Uploaded?			
File Name:	AGP2 OrgChart	Organizational Chart (see Organizational Documents section above)	Files Uploaded?			
File Name:	AGP2 Signature Block	Signature Block (Upload in Microsoft Word Document)	File Uploaded?			
File Name:	AGP2 Payee Data or TIN	Payee Data Record STD-204 or Taxpayer Identification Number (TIN) (see section above)	Copy Attached?	File Uploaded?		

Property Management Agent

Legal Name	Contact	Contact Email
Phone	Address	City State Zip

Financial Consultant

Legal Name	Contact	Contact Email
Phone	Address	City State Zip

Primary Service Provider

Legal Name	Contact	Contact Email
Phone	Address	City State Zip

Borrower Legal Counsel

Legal Name	Contact	Contact Email
Phone	Address	City State Zip

General Contractor

Legal Name	Contact	Contact Email
Phone	Address	City State Zip

Architect

Legal Name	Contact	Contact Email
Phone	Address	City State Zip

Development Funding Source

Legal Name	Contact	Contact Email
Phone	Address	City State Zip

Development Funding Source

Legal Name	Contact	Contact Email
Phone	Address	City State Zip

Development Funding Source

Legal Name	Contact	Contact Email
Phone	Address	City State Zip

Development Funding So

Legal Name	Contact	Contact Email
Phone	Address	City State Zip

Development Funding Source

Legal Name	Contact	Contact Email
Phone	Address	City State Zip

Rent/Operating Subsidy Source

Legal Name	Contact	Contact Email
Phone	Address	City State Zip

Rent/Operating Subsidy Source

Legal Name	Contact	Contact Email
Phone	Address	City State Zip

AHD and HRI Overview PIN											
Affordable Housing Development (AHD) and Housing Related Infrastructure (HRI) Project Summary											
	Project Name	Brief Description			Address	City	Zip	County	Lat. Log	Census Tracts	APNs
AHD											
HRI											
AHD Information:		Area	Unit Count:		Building Count:	Elevator Count:	Project Design:	Density Project Type			
Land Area	acres		Units/Acre	0				Residential Only Project			
Residential Rental	sq. ft.		# of Units	0	# of Bldgs	# of Elevators					
Homeownership	sq. ft.		# of Units	0	# of Bldgs	# of Elevators					
Commercial	sq. ft.		# of Units/Spaces		# of Bldgs	# of Elevators					
Residential Non-Rental	sq. ft.		# of Units/Spaces		# of Bldgs	# of Elevators					
Other (Mixed Use)	sq. ft.		# of Units/Spaces		# of Bldgs	# of Elevators		Residential Only Project			
# of car share parking spaces:		# of electric vehicle charging parking spaces:		# of uncovered guest parking spaces:							
# of car parking spaces:		Parking Ratio: car spaces/total units:		Total # of bicycle parking spaces:		Parking Ratio: bicycle spaces/total units:					
Is the AHD a scattered site project? §103(a)(1)(B)(ii)											
AHD Capital Projects §103(a)(1)											
(A)(i) Select from the dropdown menu one or more of the following qualified AHD development types related to your Project:											
(A)(ii) The AHD must be located within a half mile from a Transit Station/Stop that meets Project Area transit requirements per §102(c) or (d).		AHD distance from Transit Station/Stop:		Miles		No					
(A)(iii) Must include at least 20% of the total residential units as Affordable Units (must complete "AHD Units & Max Funds" worksheet).		No									
(A)(iii) Must have an overall average affordability of all Project's Restricted Units of no greater than 50% represented by AMI (must complete "AHD Units & Max Funds" worksheet).		Yes									
Total Extremely Low Income (ELI) 15-30% AMI rental units		0		Total Very Low Income (VLI) 31-50% AMI rental units		0		(iii) % of Affordable units		0%	
(A)(iv)(a) Must meet minimum Net Density requirements upon completion of the AHD.		No									
Total Sites Area in Square Feet		0		Total Buildings Floor Area in Sq. Feet		0		(iv) Calculated Floor Area:		N/A	
(Less Qualified* Square Feet Deductions):				(Less Excluded Areas in Square Feet):				(iv) Calculated Net Density:			0
Dedicated streets				Mechanical Space				*NOTE: The following are NOT qualified as site deductions: Utility Easements, Off-street parking, setbacks, private drives and walkways, Landscaping, Common Areas and Facilities, Drainage Facilities (exclusive to a development) and Other mitigation space required for development.			
Sidewalks				Cellar space							
Parks				Floor space in open balconies							
Open Space				Enclosed parking							
Other				Elevator or stair bulkheads							
Net Site Area-acres	0.00	Net Site Square Feet	0		Net Building Square Feet		0				
FAAST File:	Net Density Verification	Letter and sealed site map certified by a California State-licensed professional (e.g., an engineer, surveyor, or landscape architect) confirming the net density				File Uploaded?					
(A)(iv)(b) - Only applicable to Acquisition and Substantial Rehabilitation Projects		N/A		If cell at left is "Yes" meaning AHD results in less units or lower affordability %, are reductions to meet building code requirements?				N/A			
Prior to Rehab - existing # of units:		AHD Project Units:		0		Prior to Rehab - percentage of total affordable:		AHD percentage of total affordability:			0%
(A)(v) Must supply one Secure Overnight Bicycle Parking Spots per every two units (describe below, Secure Overnight Bicycle Parking proposed including a description of how bicycles are secured (i.e., bike locker, bike building, etc.))		# of Secure Overnight Bicycle Parking spots at AHD:		No							
(E) Does your AHD Capital Project include multiple AHDs with an AHD receiving 4% low-income housing tax credits, and another receiving 9% low-income housing tax credits?		If Yes, this constitutes two separate and independent Projects, each of which must submit an entirely separate HCD application and qualify independently of the other.									
AHD Eligible Costs §103(a)(1)(C) and Ineligible Costs §103(c)											
§103(a)(1)(C)(ii) The total amount of eligible AHD soft costs cannot exceed 10% of the total AHSC Program award.		Budgeted		Cost Cap		Overage		Ok			
§103(c) We certify the AHSC AHD funded cost do not include any of the following ineligible costs:		\$0		\$0		\$0					
(1) Costs are not eligible if there is another feasible, available source of committed funding for the STI portion thereof to be funded by AHSC or if the cost is incurred prior to the AHSC award;											
(2) Routine maintenance or operations of transportation infrastructure (including transit fleet, not including AHSC funded transit service expansion);											
(3) In lieu fees for local inclusionary housing programs;											
(4) Ongoing operational costs beyond the term of the grant (three years) for Program Costs; and											
(5) All costs associated with automobile or motorcycle parking (excluding electric vehicle charging infrastructure).											
HRI Eligible Costs §103(a)(2)(A) and Ineligible Costs §103(c)											
(i) Are capital improvements in the HRI budget required by a locality, transit agency, or special district?		If Yes, are improvements a condition to the approval of the AHD?									
FAAST File:	Cap Improvements Req	Documentation from a Locality, transit agency, or special district that capital improvements are required				File Uploaded?					
(ii) Total amount of eligible HRI soft costs cannot exceed 10% of the total AHSC Program award.		Budgeted		Cost Cap		Overage		Ok			
(iv) Total amount of eligible environmental remediation costs cannot exceed 50% of the total AHSC HRI grant funds.		\$0		\$0		\$0		Ok			
(v) Total amount of eligible real property acquisition of the HRI project site and associated fees cannot exceed 10% of the total AHSC Program award.		\$0		\$0		\$0		Ok			
(vi) Total amount of eligible impact fees cannot exceed 15% of the total AHSC Program award up to \$300,000.		\$0		\$0		\$0		Ok			
§103(c) We certify the AHSC HRI funded cost do not include any of the following ineligible costs:											
(1) Costs are not eligible if there is another feasible, available source of committed funding for the STI portion thereof to be funded by AHSC or if the cost is incurred prior to the AHSC award;											
(2) Routine maintenance or operations of transportation infrastructure (including transit fleet, not including AHSC funded transit service expansion);											
(3) In lieu fees for local inclusionary housing programs;											
(4) Ongoing operational costs beyond the term of the grant (three years) for Program Costs; and											
(5) All costs associated with automobile or motorcycle parking (excluding electric vehicle charging infrastructure).											
HRI Grant Terms §104(c)											

AHD and HRI Overview PIN

- (1) We certify the HRI grant does not result in a profit that exceeds the commercially reasonable range for other improvements of similar size and level of risk.
- (2) We acknowledge that HRI grant funds will be disbursed as reimbursed progress payments for eligible costs incurred after the execution of the Standard Agreement in the amount not to exceed the AHSC Program award of funds.
- (3) We acknowledge if the HRI Project includes multiple phases or developments, all entitlements and construction funding commitments for the first phase must be received prior to disbursement.
- (4)(b) We acknowledge conditions precedent to the first disbursement of HRI funds shall include receipt of all required public agency entitlements and all construction funding commitments for the AHD supported by the HRI.

AHD Threshold §106(a)

(4) Describe how AHD provides free transit passes, reloadable transit cards or discounted passes priced at no more than half of retail cost.

Number of passes or cards that will be provided: Is there at least one pass per restricted unit? Type of transit passes provided:

(5) Applicant certifies the proposed AHD will be smoke free and demonstrate compliance prior to construction loan closing.

FAAST File: SFH Lease Addendum §106(a)(5) Smoke Free Housing Lease Addendum - must be submitted prior to construction close File Uploaded?

(8) For the AHD, can you provide documentation of completion and approval or adoption of all necessary environmental clearances including those required under the CEQA and if applicable, NEPA, and all applicable time periods for filing appeals or lawsuits have lapsed within 30 days of the application due date with lawsuits or appeals filed?

NEPA: Is Federal funding proposed that will trigger NEPA requirements? If Yes, enter date of "Authority to Use Grant Funds"

CEQA: Project approved "by-right"? Is Project Categorically Exempt? Negative Declaration Date: Final EIR Date:

Discuss below any special NEPA and/or CEQA Special Circumstances or exemptions and provide estimated/actual completion dates of all necessary environmental clearances.

FAAST File: AHD Environmental Copy of all environmental clearances (e.g. Environmental Impact Report) or Notice of Exemption. File Uploaded?

FAAST File: AHD Auth to Use Grant Funds For NEPA only, copy of the HUD 7015.16 "Authority To Use Grant Funds" or clarify the current status of the issuance of the HUD form. File Uploaded?

(9) If applicable, provide a listing and status of all discretionary local land use entitlements and permits, excluding design review, required to complete the AHD Project that have been granted, submitted or to be applied for to the appropriate local agencies, or consistent with local planning documents.

Agency / Issuer	Land Use Approval Date	Approval Type	Comments

(10) Does the Market study demonstrate the AHD Project is financially feasible? *A study that meets requirements specified in TCAC Regs §10322(h)(10) will be accepted by HCD.*

FAAST File: AHD Market Study Provide a completed market study prepared within one year of the application due date. File Uploaded?

(11) Does applicant or Developer of Project have Site Control for AHD Project? If yes, enter site control form and the most recent execution date below (See Site Control Appendix A)

Form of site control (See Site Control in Appendix A): Most recent document execution date:

If leasehold estate: Rent based on restricted land value? Is acquisition cost \$0 in AHD Dev. Prepaid lease loan used? If so answer (a-c)

(a) Funding amount based on the Present Value of lease payments? (b) Lender requesting Res. Receipts (not permissible) (c) Has loan amount been entered as a finance cost?

Describe any special site-control circumstances.

FAAST File: AHD Site Control Appropriate documentation to demonstrate the form of site control indicated above Files Uploaded?

FAAST File: AHD Preliminary Title Report PTR, that is no more than 6 months old for the AHD Project. Files Uploaded?

(12) Applicants must demonstrate prior experience by providing evidence of two prior AHD projects similar to the proposed AHSC Project in scope and size, which have been completed by the applicant during the ten years preceding the application due date.

	AHD Past Project #1	AHD Past Project #2
Project Name		
Development Entity		
Completion Date		
Project Tenure		
# of units		
Units per Acre		
Commercial (sq. ft.)		
Brief Description (e.g. number of units, population served, etc.)		

FAAST File: Past Exp AHD1, Past Exp AHD2 Certificates of Occupancy for two recently completed affordable housing developments. File Uploaded?

(13) We certify as of the application date, the applicants or the AHD real property is not party to or the subject of any claim or action in the state or federal courts.

(14) We certify that construction of the AHD Project has not commenced as of the application deadline set forth in the NOFA.

(19) The AHD Project will not result in the loss or conversion of agricultural or other working lands, or natural resource lands for other uses according the Dept. of Conservation's Farmland Mapping and Monitoring Program (FMMP) website?

If "Yes", provide documentation the AHD Project site is not within land designated as agricultural land per the FMMP tool.

FAAST File: AHD No Ag Demonstrate the AHD site is not within land designated as agricultural land per FMMP tool. File Uploaded?

If "No", demonstrate that the AHD Project site qualifies as an Infill Site (as defined in Appendix A):

FAAST File: AHD Ag Infill Applicants seeking an exemption to the FMMP determination must demonstrate that the AHD Project site qualifies as an Infill Site (as defined in Appendix A) File Uploaded?

(20)(A) We certify the AHD meets the underwriting standards in Uniform Multifamily Regulations §8300 - §8316 and Multifamily Housing Program Guidelines §7312.

(20)(B) We certify the AHD is infeasible without AHSC Program funds, and other committed funds are not and will not be supplanted by AHSC Program funds.

(20)(C) If the AHD Project involves involving new construction or Substantial Rehabilitation and requiring the demolition of existing residential units are eligible only if the number of bedrooms in the new Project is at least equal to the number of bedrooms in the demolished structures, with equal or greater affordability. The new affordable units may exist on separate parcels provided all parcels are part of the same Project meeting the requirements of UMR 8303(b). Explain below how this requirement is satisfied in the replacement affordable housing development. If the Project does not involve demolition of existing affordable units, indicate "N/A" below.

(20)(D) We certify the proposed AHD is consistent with State and Federal Fair Housing requirements including duties to affirmatively further fair housing (explain below).

AHD and HRI Overview PIN

HRI Threshold §106(a) (if applying for AHSC HRI funding)

(8) For the HRI, can you provide documentation of completion and approval or adoption of all necessary environmental clearances including those required under the CEQA and if applicable, NEPA, and all applicable time periods for filing appeals or lawsuits have lapsed within 30 days of the application due date with lawsuits or appeals filed?

NEPA: Is Federal funding proposed that will trigger NEPA requirements? If Yes, enter date of "Authority to Use Grant Funds"

CEQA: Project approved "by-right"? Is Project Categorically Exempt? Negative Declaration Date: Final EIR Date:

Discuss below any special NEPA and/or CEQA Special Circumstances or exemptions and provide estimated/actual completion dates of all necessary environmental clearances.

FAAST File: **HRI Environmental** Copy of all environmental reports and clearances (e.g. EIR, Phase 1 Notice of Exemption). File Uploaded?

FAAST File: **HRI Auth to Use Grant Funds** For NEPA only, copy of the HUD 7015.16 "Authority To Use Grant Funds" or clarify the current status of the issuance of the HUD form. File Uploaded?

(9) If applicable, provide a listing and status of all discretionary local land use entitlements and permits, excluding design review, required to complete the HRI Project that have been granted, submitted or to be applied for to the appropriate local agencies, or consistent with local planning documents.

Agency / Issuer	Land Use Approval Date	Approval Type	Comments

(10) Does the Market study demonstrate Project is financially feasible (HRI requires a market study only if not using AHSC funds for AHD)? A market study that meets the requirements specified in TCAC Regs §10322(h)(10) will be accepted by HCD.

FAAST File: **HRI Market Study** Completed market study prepared within one year of the application due date. File Uploaded?

(11) Does applicant or Developer of Project have Site Control for HRI Project? If yes, enter site control form and the most recent execution date below (See Site Control Appendix A)

Form of site control (See Site Control in Appendix A): Most recent document execution date:

If leasehold estate: Rent based on restricted land value? Is acquisition cost \$0 in Dev. Budget? Prepaid lease loan used? If so answer (a-c)

(a) Funding amount based on the Present Value of lease payments? (b) Lender requesting Res. Receipts (not permissible) (c) Has loan amount been entered as a finance cost?

Describe any special site control circumstances.

FAAST File: **HRI Site Control** Appropriate documentation to demonstrate the form of site control indicated above Files Uploaded?

(12) Applicants must demonstrate prior experience by providing evidence of two prior HRI projects similar to the proposed AHSC Project in scope and size, which have been completed by the applicant during the ten years preceding the application due date.

	HRI Past Project #1	HRI Past Project #2
Project Name		
Development Entity		
Completion Date		
Project Tenure		
# of units		
Units per Acre		
Commercial (sq. ft.)		
Brief Description (e.g. number of units, population served, etc.)		

FAAST File: **Past Exp HRI1, Past Exp HRI2** Certificates of Occupancy for two recently completed affordable housing developments File Uploaded?

(13) We certify as of the application date, the applicants or the HRI real property is not party to or the subject of any claim or action in the state or federal courts.

(14) We certify that construction of the HRI Project has not commenced as of the application deadline set forth in the NOFA.

(19) The HRI Project will not result in the loss or conversion of agricultural or other working lands, or natural resource lands for other uses according to the Dept. of Conservation's Farmland Mapping and Monitoring Program (FMMP) website?

If "Yes", provide documentation the HRI Project site is not within land designated as agricultural land per the FMMP tool.

FAAST File: **HRI No Ag** Demonstrate the HRI site is not within land designated as agricultural land per FMMP tool. File Uploaded?

If "No", demonstrate that the HRI Project site qualifies as an Infill Site (as defined in Appendix A):

FAAST File: **HRI Ag Infill** Demonstrate that HRI Project site qualifies as an Infill Site (as defined in Appendix A) File Uploaded?

(20)(B) We certify the HRI is infeasible without AHSC Program funds, and other committed funds are not and will not be supplanted by AHSC Program funds.

(20)(C) If the AHD Project involves involving new construction or Substantial Rehabilitation and requiring the demolition of existing residential units are eligible only if the number of bedrooms in the new Project is at least equal to the number of bedrooms in the demolished structures, with equal or greater affordability. The new affordable units may exist on separate parcels provided all parcels are part of the same Project meeting the requirements of UMR 8303(b). Explain below how this requirement is satisfied in the replacement affordable housing development. If the Project does not involve demolition of existing affordable units, indicate "N/A" below.

(20)(D) We certify the proposed AHD is consistent with State & Federal Fair Housing requirements including duties to affirmatively further fair housing (explain below).

(20)(E) If approval by a local public works department, or other responsible local agency is required for the Project, provide document below. I certify that the HRI improvements are consistent with all applicable local rules, regulations, codes, policies and plans enforced or implemented by that entity.

FAAST File: **HRI Local Approvals** Statement from entity indicating the HRI Capital Project is consistent with all applicable local rules, regulations, codes, policies and plans enforced or implemented by that entity. Files Uploaded?

Article XXXIV Authority

Article XXXIV opinion letters submitted to HCD must demonstrate that the applicant has considered both the legal requirements of Article XXXIV and the relevant facts of the project (e.g., the state public body lenders, the number of low income restricted units, and the general content of any regulatory restrictions). Any conclusion that a project is exempt from Article XXXIV must be supported by specific facts and a specific legal theory for exemption that itself is supported by the Constitution, statute, and/or case law. Prior to the execution of the HCD Standard Agreement, Applicant must deliver to HCD satisfactory evidence that the requirements of Article XXXIV of the California Constitution have been satisfied or are inapplicable.

FAAST File: **Article XXXIV Attorney Opinion** Demonstrate legal requirements of Article XXXIV and relevant Project facts have been considered File Uploaded?

AHD and HRI Overview PIN

Does the locality have sufficient Article XXXIV Authority to accommodate the project? (If Project doesn't have Article XXXIV authority, AHSC may be limited to restricting no more than 49% of the total units.)

If yes, document Article XXXIV authority for Project. May be done by providing info from appropriate local government official that voters passed a specific project referendum or a blanket referendum has been passed and the locality has allocated sufficient Article XXXIV authority to Project.

FAAST File:	Article XXXIV Authority	Copy of document providing Authority	File Uploaded?
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AHD and HRI Overview PIN

Tax Credits

Select appropriate entry for each item:

Project Tax Credit Type:	Federal:	Proposed Equity Investor Contribution (\$):	Anticipated Tax Credit Factor	App Rate
	State:	Proposed Equity Investor Contribution (\$):	Anticipated Tax Credit Factor	App Rate
Timeframe for Applying for 4% Tax Credits	Proposed Month:	Proposed Year:		
Timeframe for Applying for 9% Tax Credits	Proposed Round:	Proposed Year:		
If already awarded, date of the Tax Credit Reservation:				

FAAST File: Tax Credit Reservation | If this project has already received a tax credit reservation, upload documentation to FAAST | File Uploaded?

Does or will the senior debt and loan agreement comply with HCD's Multifamily Housing Program Regulations §7308, including the priority order of payments from cash flow?

Does or will the junior debt and loan agreement comply with HCD's Multifamily Housing Program Regulations §7308, including the priority order of payments from cash flow?

Are there any cost sharing agreements? | If there is commercial space not eligible to be funded by AHSC, is cost allocation based on total development cost? | If no, on what?

What covenants or regulatory agreements are already on title?

What covenants or regulatory agreements are anticipated?

AHD Milestones

Provide the actual or anticipated completion date for the following performance milestones for each applicable Capital Project. If a milestone is not applicable to a Capital Project, please enter "N/A"

Note: It is acknowledged that some of the following milestones may have already been achieved. For those milestones which have previously been met, please enter the month and year completed. For those milestones not yet completed, please provide a projected completion date (MM/YY) for each of the applicable items below. If not applicable to the specific Capital Project, please indicate "NA" below.

Capital Project Milestone Schedule	Date
Executed binding agreement between the Sponsor and developer of the proposed Affordable Housing Development detailing the terms and conditions of the Project development.	
Site Control of Affordable Housing Development site(s) by proposed housing developer.	
Completion of all necessary environmental clearances, including those required under CEQA and NEPA.	
Obtaining all necessary and discretionary public land use approvals.	
Obtaining all enforceable funding commitments for at least the first phase of the Housing Development supported by the infrastructure Project.	
Obtaining all enforceable funding commitments for all construction period financing.	
Obtaining enforceable commitments for all construction/permanent financing described in the Sources and Uses including substantially final construction and permanent loan documents, and Tax Credit syndication documents for remaining phases of Project.	
Submission of Final Construction Drawings and Specifications to the appropriate local building department or permitting authority.	
Commencement of construction.	
Construction complete and the filing of the Notice of Completion.	
Program funds fully disbursed.	

Have all milestone dates been entered above?

HRI Milestones

Provide the actual or anticipated completion date for the following performance milestones for each applicable Capital Project. If a milestone is not applicable to a Capital Project, please enter "N/A"

Note: It is acknowledged that some of the following milestones may have already been achieved. For those milestones which have previously been met, please enter the month and year completed. For those milestones not yet completed, please provide a projected completion date (MM/YY) for each of the applicable items below. If not applicable to the specific Capital Project, please indicate "NA" below.

Capital Project Milestone Schedule	Date
Executed binding agreement between the Recipient and developer of the proposed Housing Development detailing the terms and conditions of the Project development.	
Site Control of Housing Development site(s) by proposed housing developer.	
Completion of all necessary environmental clearances, including those required under CEQA and NEPA.	
Obtaining all necessary and discretionary public land use approvals.	
Obtaining all enforceable funding commitments for at least the first phase of the Housing Development supported by the HRI.	
Obtaining all enforceable funding commitments for all construction period financing for the HRI.	
Obtaining enforceable commitments for all construction/permanent financing described in the Sources and Uses including substantially final construction and permanent loan documents, and tax credit syndication documents for remaining phases of Project.	
Submission of Final Construction Drawings and Specifications to the appropriate local building department or permitting authority.	
Commencement of construction of the HRI.	
Completion of HRI construction.	
Program funds fully disbursed.	

Have all milestone dates been entered above?

HRI and AHD Sources of Development Funds PIN

Construction Period Sources of Funds

*Deferred Costs are part of a threshold calculation-Overview worksheet §106(a)(7). You must identify all Deferred Costs in columns O and P. Deferred Costs are defined in Appendix A(f): "costs deferred at construction loan closing, including but not limited to: capitalized reserves, loan fees, syndication costs, legal, accounting, audit, consultant fees, and developer fees paid from operating cashflow."

Line No.	Committed by Application Due Date?	AHD vs HRI Source	Source Name (listed in order of lien priority)	Source Type	Lien No.	Amount	Interest Rate	Required Payment	Loan Term (months)	Residential Amount	Commercial Amount	*Details of Deferred Costs	
												Amount	Description
1	Yes	HRI	AHSC HRI Grant	State-HCD									
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
13		AHD	*Deferred Costs (enter details at right)			\$0							
14	Yes	AHD	Equity Investor								\$0		
TOTALS						\$0					\$0		\$0

Permanent Sources of Funds

Line No.	Committed by Application Due Date?	AHD vs HRI Source	Source Name See cell comments for Deferred Dev. Fee; list in lien priority order	Source Type	Lien No.	Amount	Interest Rate		Amortization Period (yrs.)	Repayment Terms		Required Residential Debt Service	Required Commercial Debt Service	Residential Amount	Commercial Amount	Balloon?
							Rate	Type		Type	Due in (yrs)					
1	Yes	HRI	AHSC HRI Grant	State-HCD												
2	Yes	AHD	AHSC AHD Loan	State-HCD			3.00%	Fixed for Term	55	MHP-Partial Interest Only	55					
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16	Yes	AHD	Equity investor:												\$0	
Total Permanent Funding Sources Amount						\$0									\$0	
Total Committed Non-AHSC AHD & HRI Funds						\$0									\$0	

See Appendix A (f) - for an explanation of Enforceable Funding Commitments (EFC). (3) A land donation in fee for no other consideration that is supported by an appraisal or purchase/sale agreement ("Land Donation") or a local fee waiver resulting in quantifiable cost savings for the Project where those fees are not otherwise required by federal or state law ("Local Fee Waiver") may be considered a funding commitment. The value of the Land Donation will be the greater of either the original purchase price or the current appraised value as supported by an independent third party appraisal prepared by a MAI-qualified appraiser within one year of the application deadline. A funding commitment in the form of a Local Fee Waiver must be supported by written documentation from the local Public Agency.

FAAST File: EFC AHD HRI1; EFC AHD HRI2; EFC AHD HRI3; etc. Documentation for the 0 non-TCAC & non-AHSC AHD & HRI funding commitments. Files Uploaded?

Applicant Comments: Include a description of unusual or extraordinary circumstances that have resulted in higher than expected project costs and provide a justification as to why these costs are reasonable.

AHD DEVELOPMENT BUDGET

DEVELOPMENT COST	Total Project Costs	Residential Costs	Commercial Costs	30% PVC for New Const/Rehab	30% PVC for Acquisition	Comments and explanation of basis changes
LAND COST/ACQUISITION						
Land Cost or Value	\$0					
Demolition	\$0					
Legal	\$0					
Land Lease Rent Prepayment	\$0					
Total Land Cost or Value	\$0	\$0	\$0			
Existing Improvements Cost or Value	\$0					
Off-Site Improvements	\$0					
Total Acquisition Cost	\$0	\$0	\$0		\$0	
Total Land Cost / Acquisition Cost	\$0	\$0	\$0			
Predevelopment Interest/Holding Cost	\$0					
Assumed, Accrued Interest on Existing Debt (Rehab/Acq)	\$0					
Excess Purchase Price Over Appraisal	\$0					
REHABILITATION						
Site Work	\$0					
Structures	\$0					
General Requirements	\$0					
Contractor Overhead	\$0					
Contractor Profit	\$0					
Prevailing Wages	\$0					
General Liability Insurance	\$0					
Urban Greening	\$0					
Other Rehabilitation: (Specify)	\$0					
Other Rehabilitation: (Specify)	\$0					
Other Rehabilitation: (Specify)	\$0					
Total Rehabilitation Costs	\$0	\$0	\$0	\$0	\$0	
Total Relocation Expenses	\$0					
NEW CONSTRUCTION						
Site Work	\$0					
Structures	\$0					
General Requirements	\$0					
Contractor Overhead	\$0					
Contractor Profit	\$0					
Prevailing Wages	\$0					
General Liability Insurance	\$0					
Urban Greening	\$0					
Other New Construction: (Specify)	\$0					
Other New Construction: (Specify)	\$0					
Other New Construction: (Specify)	\$0					
Total New Construction Costs	\$0	\$0	\$0	\$0	\$0	
ARCHITECTURAL FEES						
Design	\$0					
Supervision	\$0					
Total Architectural Costs	\$0	\$0	\$0	\$0	\$0	
Total Survey & Engineering	\$0					
CONSTRUCTION INTEREST & FEES						
Construction Loan Interest	\$0					
Origination Fee	\$0					
Credit Enhancement/Application Fee	\$0					
Bond Premium	\$0					
Cost of Issuance	\$0					
Title & Recording	\$0					
Taxes	\$0					
Insurance	\$0					
Employment Reporting	\$0					
Other Construction Int. & Fees: (Specify)	\$0					
Other Construction Int. & Fees: (Specify)	\$0					
Total Construction Interest & Fees	\$0	\$0	\$0	\$0	\$0	
PERMANENT FINANCING						
Loan Origination Fee	\$0					
Credit Enhancement/Application Fee	\$0					
Title & Recording	\$0					
Taxes	\$0					

AHD DEVELOPMENT BUDGET

DEVELOPMENT COST	Total Project Costs	Residential Costs	Commercial Costs	30% PVC for New Const/Rehab	30% PVC for Acquisition	Comments and explanation of basis changes
Insurance	\$0					
Other Perm. Financing Costs: (Specify)	\$0					
Other Perm. Financing Costs: (Specify)	\$0					
Total Permanent Financing Costs	\$0	\$0	\$0			
Subtotals Forward	\$0	\$0	\$0	\$0	\$0	
LEGAL FEES						
Legal Paid by Applicant	\$0					
Other Attorney Costs: (Specify)	\$0					
Other Attorney Costs: (Specify)	\$0					
Other Attorney Costs: (Specify)	\$0					
Total Attorney Costs	\$0	\$0	\$0	\$0	\$0	
RESERVES						
Operating Reserve	\$0					
Replacement Reserve	\$0					
Transition Reserve	\$0					
Rent Reserve	\$0					
Other Reserve Costs: (Specify)	\$0					
Other Reserve Costs: (Specify)	\$0					
Other Reserve Costs: (Specify)	\$0					
Total Reserve Costs	\$0	\$0	\$0			
CONTINGENCY COSTS						
Construction Hard Cost Contingency	\$0					
Soft Cost Contingency	\$0					
Total Contingency Costs	\$0	\$0	\$0	\$0	\$0	
OTHER PROJECT COSTS						
TCAC App/Allocation/Monitoring Fees	\$0					
Environmental Audit	\$0					
Local Development Impact Fees	\$0					
Permit Processing Fees	\$0					
Capital Fees	\$0					
Marketing	\$0					
Furnishings	\$0					
Market Study	\$0					
Accounting/Reimbursable	\$0					
Appraisal Costs	\$0					
Other Costs: (Specify)	\$0					
Other Costs: (Specify)	\$0					
Other Costs: (Specify)	\$0					
Other Costs: (Specify)	\$0					
Other Costs: (Specify)	\$0					
Other Costs: (Specify)	\$0					
Total Other Costs	\$0	\$0	\$0	\$0	\$0	
SUBTOTAL PROJECT COST	\$0	\$0	\$0	\$0	\$0	
DEVELOPER COSTS						
Developer Overhead/Profit	\$0					
Consultant/Processing Agent	\$0					
Project Administration	\$0					
Broker Fees Paid to a Related Party	\$0					
Construction Oversight by Developer	\$0					
Other Developer Costs: (Specify)	\$0					
Total Developer Costs	\$0	\$0	\$0	\$0	\$0	
TOTAL PROJECT COST	\$0	\$0	\$0	\$0	\$0	
				Eligible Basis:	\$0	\$0
				Total Eligible Basis:	\$0	\$0

	DF 2019
Total Developer Fee (equals Total Developer Costs above):	\$0
Total Developer Fee paid from development funding sources:	\$0
Deferred Developer Fee payable on a priority basis from available Cash Flow:	\$0
Deferred Developer Fee payable from allowable 50% Distribution:	\$0
Developer Fee Contributed as Capital:	\$0

AHD and HRI Permanent Sources and Uses PIN

AFFORDABLE HOUSING DEVELOPMENT (AHD)		AHD Residential and HRI Permanent Sources of Funds																Commercial Sources		Residential Cost Difference Dev Budget vs. Sources			
USES OF FUNDS	Total Cost from AHD Dev Budget	AHSC HRI Grant	AHSC AHD Loan	0	0	0	0	0	0	0	0	0	0	0	0	0	Equity Investor	Total Residential Sources	Residential Costs		Commercial Costs	Source Name:	Source Name:
Soft cost in red (total AHSC AHD below)																			Total	Total			
SO																							
LAND COST/ACQUISITION																							
Land Cost or Value	\$0																		\$0	\$0	\$0		\$0
Demolition	\$0																		\$0	\$0	\$0		\$0
Lease	\$0																		\$0	\$0	\$0		\$0
Land Lease, Rent Prepayment	\$0																		\$0	\$0	\$0		\$0
Total Land Cost or Value	\$0																		\$0	\$0	\$0		\$0
Existing Improvements Cost or Value	\$0																		\$0	\$0	\$0	\$0	\$0
Off-Site Improvements	\$0																		\$0	\$0	\$0		\$0
Total Acquisition Cost	\$0																		\$0	\$0	\$0	\$0	\$0
Total Land Cost / Acquisition Cost	\$0																		\$0	\$0	\$0	\$0	\$0
Predevelopment Interest/Financing Cost	\$0																		\$0	\$0	\$0		\$0
Arbitrary / Award Interest on Existing Debt (Rehab/Imp)	\$0																		\$0	\$0	\$0		\$0
Excess Purchase Price Over Appraisal	\$0																		\$0	\$0	\$0		\$0
REHABILITATION																							
Site Work	\$0																		\$0	\$0	\$0		\$0
Structures	\$0																		\$0	\$0	\$0		\$0
General Requirements	\$0																		\$0	\$0	\$0		\$0
Contractor Overhead	\$0																		\$0	\$0	\$0		\$0
Contractor Profit	\$0																		\$0	\$0	\$0		\$0
Prevailing Wages	\$0																		\$0	\$0	\$0		\$0
General Liability Insurance	\$0																		\$0	\$0	\$0		\$0
Urban Greening	\$0																		\$0	\$0	\$0		\$0
Other Rehabilitation: (Specify)	\$0																		\$0	\$0	\$0		\$0
Other Rehabilitation: (Specify)	\$0																		\$0	\$0	\$0		\$0
Other Rehabilitation: (Specify)	\$0																		\$0	\$0	\$0		\$0
Total Rehabilitation Costs	\$0																		\$0	\$0	\$0	\$0	\$0
Total Rehabilitation Expenses	\$0																		\$0	\$0	\$0		\$0
NEW CONSTRUCTION																							
Site Work	\$0																		\$0	\$0	\$0		\$0
Structures	\$0																		\$0	\$0	\$0		\$0
General Requirements	\$0																		\$0	\$0	\$0		\$0
Contractor Overhead	\$0																		\$0	\$0	\$0		\$0
Contractor Profit	\$0																		\$0	\$0	\$0		\$0
Prevailing Wages	\$0																		\$0	\$0	\$0		\$0
General Liability Insurance	\$0																		\$0	\$0	\$0		\$0
Urban Greening	\$0																		\$0	\$0	\$0		\$0
Other New Construction: (Specify)	\$0																		\$0	\$0	\$0		\$0
Other New Construction: (Specify)	\$0																		\$0	\$0	\$0		\$0
Other New Construction: (Specify)	\$0																		\$0	\$0	\$0		\$0
Total New Construction Costs	\$0																		\$0	\$0	\$0	\$0	\$0
ARCHITECTURAL FEES																							
Design	\$0																		\$0	\$0	\$0		\$0
Survey/Other	\$0																		\$0	\$0	\$0		\$0
Total Architectural Costs	\$0																		\$0	\$0	\$0	\$0	\$0
Total Survey & Engineering	\$0																		\$0	\$0	\$0		\$0
CONSTRUCTION INTEREST & FEES																							
Construction Loan Interest	\$0																		\$0	\$0	\$0		\$0
Origination Fee	\$0																		\$0	\$0	\$0		\$0
Credit Enhancement/Application Fee	\$0																		\$0	\$0	\$0		\$0
Bond Premium	\$0																		\$0	\$0	\$0		\$0
Cost of Issuance	\$0																		\$0	\$0	\$0		\$0
Title & Recording	\$0																		\$0	\$0	\$0		\$0
Taxes	\$0																		\$0	\$0	\$0		\$0
Insurance	\$0																		\$0	\$0	\$0		\$0
Employment Reporting	\$0																		\$0	\$0	\$0		\$0
Other Construction Int. & Fees: (Specify)	\$0																		\$0	\$0	\$0		\$0
Other Construction Int. & Fees: (Specify)	\$0																		\$0	\$0	\$0		\$0
Total Construction Interest & Fees	\$0																		\$0	\$0	\$0	\$0	\$0
PERMANENT FINANCING																							
Loan Origination Fee	\$0																		\$0	\$0	\$0		\$0
Credit Enhancement/Application Fee	\$0																		\$0	\$0	\$0		\$0
Title & Recording	\$0																		\$0	\$0	\$0		\$0
Taxes	\$0																		\$0	\$0	\$0		\$0
Insurance	\$0																		\$0	\$0	\$0		\$0
Other Perm. Financing Costs: (Specify)	\$0																		\$0	\$0	\$0		\$0
Other Perm. Financing Costs: (Specify)	\$0																		\$0	\$0	\$0		\$0

AHD and HRI Permanent Sources and Uses PIN

AFFORDABLE HOUSING DEVELOPMENT (AHD)																	AHD Residential and HRI Permanent Sources of Funds				Commercial Sources		
USES OF FUNDS Soft cost in red (Total AHSC AHD below)	Total Cost from AHD Dev Budget	AHSC HRI Grant	AHSC AHD Loan	0	0	0	0	0	0	0	0	0	0	0	0	Equity Investor:	Total Residential Sources	Residential Costs	Commercial Costs	Source Name:	Source Name:	Residential Cost Difference, Dev Budget vs. Sources	
																							Total
\$0																							
Total Permanent Financing Costs	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotals Forward	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LEGAL FEES																							
Legal Paid by Applicant	\$0																	\$0	\$0	\$0			\$0
Other Attorney Costs: (Specify)	\$0																	\$0	\$0	\$0			\$0
Other Attorney Costs: (Specify)	\$0																	\$0	\$0	\$0			\$0
Other Attorney Costs: (Specify)	\$0																	\$0	\$0	\$0			\$0
Total Attorney Costs	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RESERVES																							
Operating Reserve	\$0																	\$0	\$0	\$0			\$0
Replacement Reserve	\$0																	\$0	\$0	\$0			\$0
Transition Reserve	\$0																	\$0	\$0	\$0			\$0
Rent Reserve	\$0																	\$0	\$0	\$0			\$0
Other Reserve Costs: (Specify)	\$0																	\$0	\$0	\$0			\$0
Other Reserve Costs: (Specify)	\$0																	\$0	\$0	\$0			\$0
Other Reserve Costs: (Specify)	\$0																	\$0	\$0	\$0			\$0
Total Reserve Costs	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONTINGENCY COSTS																							
Construction Hard Cost Contingency	\$0																	\$0	\$0	\$0			\$0
Soft Cost Contingency	\$0																	\$0	\$0	\$0			\$0
Total Contingency Costs	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER PROJECT COSTS																							
TCAG Application/Meeting Fees	\$0																	\$0	\$0	\$0			\$0
Environmental Audit	\$0																	\$0	\$0	\$0			\$0
Local Government Broker Fees	\$0																	\$0	\$0	\$0			\$0
Permit Processing Fees	\$0																	\$0	\$0	\$0			\$0
Capital Fees	\$0																	\$0	\$0	\$0			\$0
Marking	\$0																	\$0	\$0	\$0			\$0
Fluorescent	\$0																	\$0	\$0	\$0			\$0
Market Study	\$0																	\$0	\$0	\$0			\$0
Asbestos/Lead/Pb/PCB	\$0																	\$0	\$0	\$0			\$0
Aggregating Costs	\$0																	\$0	\$0	\$0			\$0
Other Costs: (Specify)	\$0																	\$0	\$0	\$0			\$0
Other Costs: (Specify)	\$0																	\$0	\$0	\$0			\$0
Other Costs: (Specify)	\$0																	\$0	\$0	\$0			\$0
Other Costs: (Specify)	\$0																	\$0	\$0	\$0			\$0
Other Costs: (Specify)	\$0																	\$0	\$0	\$0			\$0
Other Costs: (Specify)	\$0																	\$0	\$0	\$0			\$0
Total Other Costs	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL PROJECT COST	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DEVELOPER COSTS																							
Developer Overhead/Profit	\$0																	\$0	\$0	\$0			\$0
Consultant/Processing Agent	\$0																	\$0	\$0	\$0			\$0
Project Administration	\$0																	\$0	\$0	\$0			\$0
Broker Fees Paid to a Related Party	\$0																	\$0	\$0	\$0			\$0
Construction Oversight by Developer	\$0																	\$0	\$0	\$0			\$0
Other Developer Costs: (Specify)	\$0																	\$0	\$0	\$0			\$0
Total Developer Costs	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL PROJECT COST	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HOUSING RELATED INFRASTRUCTURE (HRI)																							
Site Acquisition of HRI including violations and type of work	\$0																	\$0	\$0	\$0			\$0
Other Site Acquisition (Specify):	\$0																	\$0	\$0	\$0			\$0
TOTAL SITE ACQUISITION (NOT PARKING)	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Clearing and Grubbing	\$0																	\$0	\$0	\$0			\$0
Demolition	\$0																	\$0	\$0	\$0			\$0
Excavation	\$0																	\$0	\$0	\$0			\$0
Grading (not grading for housing & mixed use structural improvements)	\$0																	\$0	\$0	\$0			\$0
Soil Stabilization (Lime, etc.)	\$0																	\$0	\$0	\$0			\$0
Erosion/Weed Control	\$0																	\$0	\$0	\$0			\$0
Dewatering	\$0																	\$0	\$0	\$0			\$0
Other Site Preparation (Specify):	\$0																	\$0	\$0	\$0			\$0
Other Site Preparation (Specify):	\$0																	\$0	\$0	\$0			\$0
TOTAL SITE PREPARATION COSTS	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sanitary Sewer	\$0																	\$0	\$0	\$0			\$0
Potable Water	\$0																	\$0	\$0	\$0			\$0
Non-Potable Water	\$0																	\$0	\$0	\$0			\$0

AHD and HRI Permanent Sources and Uses PIN

AFFORDABLE HOUSING DEVELOPMENT (AHD)																	Total	Residential	Commercial	Commercial Sources		Residential		
AHD Residential and HRI Permanent Sources of Funds																	Residential	Commercial	Source Name:	Source Name:	Cost			
USES OF FUNDS	Total Cost from AHD Dev Budget	AHSC HRI Grant	AHSC AHD Loan	0	0	0	0	0	0	0	0	0	0	0	0	0	Equity Investor:	Total Residential Sources	Residential Costs	Commercial Costs	Source Name:	Source Name:	Difference Dev Budget vs. Sources	
Self cost in led (total AHSC AHD below)	\$0																		Total	Total				
Storm Drain																								\$0
Detention Basin/Culverts																								\$0
Joint Trench:																								\$0
Other Site Utilities (Specify):																								\$0
TOTAL SITE UTILITIES COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0
Aggregate Base																								\$0
Asphalt Pavement																								\$0
Curb, Gutter, Sidewalk																								\$0
Street Lights																								\$0
Striping/Signage/Barricades																								\$0
Traffic Mitigation																								\$0
Other Surface Improvements (Specify):																								\$0
TOTAL SURFACE IMPROVEMENTS COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0
Urban Greening (Specify):																								\$0
Urban Greening (Specify):																								\$0
Urban Greening (Specify):																								\$0
Urban Greening (Specify):																								\$0
TOTAL URBAN GREENING		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0
Irrigation																								\$0
Concrete Work																								\$0
Landscaping																								\$0
Playground Facilities and Tot Lots																								\$0
Walking/Bike Path																								\$0
Drinking Fountains																								\$0
Structures																								\$0
Lighting																								\$0
Open Space																								\$0
Other Landscaps and Amenities (Specify):																								\$0
TOTAL LANDSCAPE AND AMENITIES		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0
Wetland Mitigation																								\$0
Endangered Species																								\$0
Tree Mitigation																								\$0
Environmental Remediation																								\$0
Other Env. Mitigation/Remediation (Specify):																								\$0
TOTAL ENV. MITIGATION/REMEDIATION		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0
Residential Parking Structures																								\$0
Grading																								\$0
Foundation Work																								\$0
Site Work																								\$0
Other Replacement Parking Costs (Specify):																								\$0
Other Replacement Parking Costs (Specify):																								\$0
TOTAL REPLACEMENT PARKING COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0
Residential Parking Structures																								\$0
Grading																								\$0
Foundation Work																								\$0
Site Work																								\$0
Other Residential Parking Costs (Specify):																								\$0
Other Residential Parking Costs (Specify):																								\$0
TOTAL RESIDENTIAL PARKING COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0
Access Plaza																								\$0
Rampways																								\$0
Bus Shelters																								\$0
Transit Shelters																								\$0
Pedestrian Facilities																								\$0
Bicycle Facilities																								\$0
Other Transit Costs (Specify):																								\$0
Other Transit Costs (Specify):																								\$0
TOTAL TRANSIT COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0
Drainage																								\$0
Parks & Recreation																								\$0
Streets/Signals																								\$0
Traffic Fees																								\$0
Waste Water																								\$0
Water Facility																								\$0
Other Impact Fees (Specify):																								\$0
Other Impact Fees (non-AHSC eligible)																								\$0
TOTAL IMPACT FEES		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0
Engineering																								\$0

AHD and HRI Permanent Sources and Uses PIN

AFFORDABLE HOUSING DEVELOPMENT (AHD)		AHD Residential and HRI Permanent Sources of Funds															Commercial Sources		Residential Cost Difference Dev Budget vs. Sources				
USES OF FUNDS	Total Cost from AHD Dev Budget	AHSC HRI Grant	AHSC AHD Loan	0	0	0	0	0	0	0	0	0	0	0	0	0	Equity Investor:	Total Residential Sources		Residential Costs	Commercial Costs	Source Name:	Source Name:
Self cost in ind (total AHSC AHD below)	\$0																						
Design																		\$0					
Contractor Fee																		\$0					
Other Soft Costs (Specify):																		\$0					
TOTAL SOFT COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
Employment Reporting																		\$0					
Other Costs (Specify):																		\$0					
Other Costs (Specify):																		\$0					
TOTAL OTHER ASSET COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
HRI TOTAL PROJECT COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
AHD TOTAL PROJECT COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL AHD & HRI PROJECT COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Provide Urban Greening Details and explain unusual or extraordinary circumstances that have resulted in higher than expected project costs; provide a justification as to why these costs are reasonable.

**TCAC Threshold Basis Limit for HCD Developer Fee 2017 UMR §8312(c) & (b) and
High Cost Test for HCD Limits on Development Costs 2017 UMR §8311(a) & (b)**
Complete all yellow shaded cells; see cell comments for tips

Project Name:		County:		Project's Proposed Tax Credits:	
HCD Phase:			Origination		
Unit Size	TCAC Threshold Basis Limits (TBL)	Number of Units		Basis x Number of Units	
SRO/Studio		0		\$0	
1 Bedroom		0		\$0	
2 Bedrooms		0		\$0	
3 Bedrooms		0		\$0	
4+ Bedrooms		0		\$0	
Number of Manager Units in Project:		TOTAL UNITS:		0	
TOTAL UNADJUSTED THRESHOLD BASIS LIMIT (TBL):				\$0	
TBL ADJUSTMENTS §10327(c)(5)(A-F): (a) - (e) below cannot exceed 39% of Unadjusted TBL					Yes/No
(a) Project paid in whole or part out of public funds subject to a legal requirement for the payment of state or federal prevailing wages or financed in part by a labor-affiliated organization requiring the employment of construction workers who are paid at least state or federal prevailing wages. (20%)					\$0
Project certifies that (1) they are subject to a Project labor agreement within the meaning of §2500(b)(1) of the Public Contract Code, or (2) they will use a skilled and trained workforce as defined by §25536.7 of the Health and Safety Code to perform all onsite work within an apprenticeable occupation in the building and construction trades. (5%)					\$0
(b) New construction Project required to provide parking beneath residential units (not "tuck under" parking) or through construction of an on-site parking structure of two or more levels. (7%)					\$0
(c) Project where a day care center is part of the development. (2%)					\$0
(d) Project where 100 percent of the units are for Special Needs populations. (2%)					\$0
(e) Project where at least 95% of the Project's upper floor units are serviced by an elevator. (10%)					\$0
(f) Project applying under §10325 or §10326 of these regulations that include one or more of the features below. (up to 10%)					\$0
Proposed energy efficiency/resource conservation/indoor air quality items	(1) Project shall have onsite renewable generation estimated to produce 50% or more of annual tenant electricity use. If the combined available roof area of the Project structures, including carports, is insufficient for provision of 50% of annual electricity use, then the Project shall have onsite renewable generation based on at least 90% of the available solar accessible roof area. Available solar accessible area is defined as roof area less north facing roof area for sloped roofs, equipment, solar thermal hot water and required local or state fire department set-backs and access routes. A Project not availing itself of the 90% roof area exception may also receive an increase under paragraph (2) only if the renewable generation used to calculate each basis increase does not overlap. (5%)				
	(2) Project shall have onsite renewable generation estimated to produce 75% or more of annual common area electricity use. If the combined available roof area of the Project structures, including carports, is insufficient for provision of 75% of annual electricity use, then the Project shall have onsite renewable generation based on at least 90% of the available solar accessible roof area. Available solar accessible area is defined as roof area less north facing roof area for sloped roofs, equipment, solar thermal hot water and required local or state fire department set-backs and access routes. A Project not availing itself of the 90% roof area exception may also receive an increase under paragraph (1) only if the renewable generation used to calculate each basis increase does not overlap. (2%)				
	(3) Newly constructed Project buildings shall be 15% or more energy efficient than the 2016 Energy Efficiency Standards (California Code of Regulations, Part 6 of Title 24), except that if the local building department has determined that building permit applications submitted on or before December 31, 2016 are complete, then newly constructed Project buildings shall be fifteen percent (15%) or more energy efficient than the 2013 Energy Efficiency Standards (California Code of Regulations, Part 6 of Title 24). (4%)				
	(4) Rehab Project buildings shall have 80% decrease in estimated TDV energy use (or improvement in energy efficiency) post rehab as demonstrated using the appropriate performance module of CEC approved software. (4%)				
	(5) Irrigate only with reclaimed water, greywater, or rainwater (excepting water used for Community Gardens) or irrigate with reclaimed water, grey water, or rainwater in an amount that annually equals or exceeds 20,000 gallons or 300 gallons per unit, whichever is less. (1%)				
	(6) Community Gardens of at least 60 square feet per unit. Permanent site improvements that provide a viable growing space within the Project including solar access, fencing, watering systems, secure storage space for tools, and pedestrian access. (1%)				
	(7) Install bamboo, cork, salvaged or FSC-Certified wood, natural linoleum, natural rubber, or ceramic tile in all kitchens, living rooms, and bathrooms (where no VOC adhesives or backing is also used). (1%)				
	(8) Install bamboo, stained concrete, cork, salvaged or FSC-Certified wood, ceramic tile, or natural linoleum in all common areas. (2%)				
	(9) Meet all requirements of the U.S. Environmental Protection Agency Indoor Air Plus Program. (2%)				
(g) Project requires seismic upgrading of existing structures, and/or requires toxic or other environmental mitigation as certified by the Project architect/ engineer. (lesser of costs or 15% basis adjustment)					\$0
If Yes, select type of work:		Enter Certified Costs of Work:		\$0	
(h) Local development impact fees required to be paid to local government entities. Certification from local entities assessing fees also required. WAIVED IMPACT FEES ARE INELIGIBLE.					\$0
(i) Projects within a county with an unadjusted 9% threshold basis limit for a 2-bedroom unit equal or less than \$400,000 and within a census tract designated on the TCAC/HCD Opportunity Map as Highest or High Resource. (10%)					No \$0
County eligibility:	Opportunity Area Map Tract ID #:	Opportunity Map Resource level:			
TOTAL HCD ADJ. THRESHOLD BASIS LIMIT:				\$0	
Adj. Threshold Basis Limit multiplied by .160%:				\$0	
HCD HIGH COST TEST RESULT:				0%	
(j) Total Eligible Basis (AHD Dev Budget F119)				\$0	

HCD 2019 Developer Fee Calculator - revised 8/7/19 (complete YELLOW shaded cells)			
Project Phase:	Origination	Proposed Project Type:	
Project Name:			
Project's Developer Fee Summary (SEE INSTRUCTIONS ABOVE)		HCD Limit	Project Amt.
Max Total Developer Fee - 2d		\$0	\$0
Max Developer Fee payable from development funding sources - lesser of 1h & 2d		\$0	\$0
Deferred Developer Fee payable on a priority basis from available Cash Flow		\$0	\$0
Deferred Developer Fee payable exclusively from Sponsor Distributions - 2h		\$0	\$0
Total Budgeted or Actual Developer Fee		\$0	
Developer Fee Contributed as Capital			Deferred Developer Fee
Section 1. UMR §8312(c)(1) - for all 4% Projects (project costs per TCAC 9% rules)			
a. Project's type of construction:		Number of Affordable Tax Credit Units	0
			\$2,000,000
b. Project's Eligible Basis (exclude Developer Fee)		\$0	x 15% = \$0
c. Basis for Non-Residential Costs (Commercial - exclude Developer Fee)		\$0	x 15% = \$0
d. Max developer fee that could be included in project costs under 9% rules - lesser of 1a or (1b + 1c):			\$0
High Cost Test Adjustment - New Construction only §10327(c)(2)(A)			\$0
e. Total Adjusted Threshold Basis Limit - §10327(c)(5)			\$0
f1. Total Eligible Basis - §10327(c)(2)(A)	\$0	<i>4% Eligible Basis reduced to reflect exclusion of DF in excess of TCAC cash out threshold §10317(i)(6)</i>	
f2. Developer Fee in Eligible Basis	\$0	<i>f3. Amount of DF in EB inc. in high cost test using 4% rules based on \$2.5M + \$10,000 per affordable unit above 100</i>	
g1. High Cost Test Factor	0.000%	200.000%	g2. (200.0% + 100%) / 2 = 150.000%
i. Maximum Developer Fee payable from development funding sources - UMR §8312(c)(1)			\$0
Section 2. UMR §8312(c)(2) - Maximum Developer Fee allowed in Eligible Basis under TCAC 4% rules			
Max Developer Fee allowed in Eligible Basis under TCAC 4% rules			
a. New Construction & Rehab - Unadjusted Eligible Basis (exclude Developer Fee) - §10327(c)(2)(B)(i)	\$0	x 15% =	\$0
b. Not Applicable	\$0	x 15% =	\$0
c1. Not Applicable			
c2. Not Applicable			
c3. Not Applicable			
c4. Not Applicable	\$0	X 5% =	\$0
d. Maximum Developer Fee in Eligible Basis under 4% rules §8312(c)			\$0
Max Developer Fee per §8312(c)			
e. Total Developer Fee Limit including deferred fee - Eligible Basis under 4% rules total UMR §8312(c) (2d)			\$0
h. Total Budgeted or Actual Developer Fee			\$0
i. Budgeted Developer Fee paid from Development Sources		Sum of Deferred and Contributed Developer Fee	\$0
j. Deferred Developer Fee payable on a priority basis from available Cash Flow - UMR §8312(c)(2)			\$0
Section 3. UMR §8312(a) Instructions: Complete the yellow, shaded cells - choose only one in the 'A', 'B' or 'C' sections.			
a. New construction and substantial rehab projects UMR §8312(a)(1)			
a1. Number of units (include manager's unit)		0	
a2. First 30 units at:	\$27,000 each	\$	-
a3. Units in excess of 30 at:	\$10,500 each	\$	-
a4. Total (a2 + a3)			\$ -
b. Acquisition and rehab projects UMR §8312(a)(2)			
with construction cost for rehab work (excluding contractor profit and overhead) between \$10,500 - \$37,000 per unit			
b1. Number of units (include manager's unit)		0	
b2. First 30 units at:	\$12,000 each	\$	-
b3. Units in excess of 30 at:	\$5,500 each	\$	-
b4. Total (b2 + b3)			\$ -
c. All other projects UMR §8312(a)(3)			
c1. Number of units (include manager's unit)		0	
c2. Total at:	\$2,000 per unit		\$ -
d. Sponsor capital contribution of funds or real property UMR §8312(d)			\$0
e. Maximum allowable Developer Fee (a4, b4 or c2; plus d)			\$ -

Sustainable Transportation Infrastructure (STI) PIN

STI Project Summary

	Project Name	Brief Description	Address	City	Zip	County	Lat	Log	Census Tracts	APNs
STI #1										
STI #2										
STI #3										

Bike Facility (BF) 1 Linear Miles:	BF1 Type:	Bike Facility 2 Linear Miles:	BF2 Type:	Bike Facility 3 Linear Miles:	BF3 Type:	
Safe and Accessible Walkways - length (in feet) of new or replaced sidewalk:		# of Transit Routes Improved:		Added or Improved Transit Service:		
Enter # and Amount for each	Crosswalks	AHSC Funds	Overcrossings	AHSC Funds	Undercrossings	AHSC Funds
	Rail Cars	AHSC Funds	Street Cars	AHSC Funds	Buses	AHSC Funds
	Shuttles	AHSC Funds	Vans	AHSC Funds	Total New Vehicles	0
					Total AHSC New Vehicle Funding	\$0

STI Eligible Costs §103(a)(3)(A) and Ineligible Costs §103(c)

(i) Applicant certifies capital improvements in the STI budget result in the improvement or addition of infrastructure that encourages mode-shift by enhancing: 1) public transit access; 2) pedestrian network; or 3) bicycle network (includes public bike-share infrastructure and fleet) within the defined Project Area meeting the §102(c) or (d) transit requirements.

	Budgeted	Cost Cap	Overage	
(ii) Total amount of eligible STI soft costs cannot exceed 30% of the total AHSC Program award.	\$0	\$0	\$0	OK
(iv) Total amount of Activity Delivery Costs associated with the implementation of the Capital Project cannot exceed 10% of the costs associated with the Capital Project.	\$0	\$0	\$0	OK

(vi) Capital Project costs in budget that are required as a condition of local approval for the STI? If Yes, upload documentation below

FAAST File: STI Cap Project Costs Documentation showing Capital Project costs are required as a condition of local approval for the STI File Uploaded?

(B) Total combined requested grant amount for your STI Capital Projects and TRA Capital Projects cannot exceed \$10M? OK

§103(c) We certify the AHSC STI funded cost do not include any of the following ineligible costs:

- (1) Costs are not eligible if there is another feasible, available source of committed funding for the STI portion thereof to be funded by AHSC or if the cost is incurred prior to the AHSC award;
- (2) Routine maintenance or operations of transportation infrastructure (including transit fleet, not including AHSC funded transit service expansion);
- (3) In lieu fees for local inclusionary housing programs;
- (4) Ongoing operational costs beyond the term of the grant (three years) for Program Costs; and
- (5) All costs associated with automobile or motorcycle parking (excluding electric vehicle charging infrastructure).

STI Grant Terms §104(c)

- (1) We certify the STI grant does not result in a profit that exceeds the commercially reasonable range for other improvements of similar size and level of risk.
- (2) We acknowledge that AHSC Program grant funds will be disbursed as reimbursed progress payments for eligible costs incurred after the execution of the Standard Agreement in the amount not to exceed the AHSC Program award of funds. Costs incurred prior to execution of the Standard Agreement are not eligible for reimbursement.
- (3) We acknowledge if the STI Project includes multiple phases or developments, all entitlements and construction funding commitments for the first phase must be received prior to disbursement.

STI Threshold §106(a)

(7) STI Enforceable Funding Commitments (EFC): see Appendix A (i) - for an explanation of Enforceable Funding Commitments (EFC).

#	EFC ID	Committed by Full App Deadline?	Commitment Date	Source Name (listed in order of lien priority)	Source Type	Lien No.	Amount	Interest Rate		Term (# of mos.)	Required Debt Service	Balloon ?
								Rate	Type			
1		Yes		AHSC STI Grant	State-HCD							
2												
3												
4												
5												
6												
7												
8												
9												
10												

\$0 <Total Committed Non-AHSC STI Funds TOTAL (must equal STI Budget Amount) \$0

Provide a description of unusual or extraordinary circumstances that have resulted in higher than expected project costs and provide a justification as to why these costs are reasonable.

FAAST File: EFC STI1; EFC STI2; EFC STI3; etc. Supporting documentation for the 0 non-AHSC STI funding commitments. Files Uploaded?

(8)(A) We acknowledge that completion and approval or adoption of all necessary environmental clearances for transportation components must be attained by initial disbursement of grant funds.

NEPA: Is Federal funding proposed that will trigger NEPA requirements? If Yes, enter date of "Authority to Use Grant Funds"

CEQA: Project approved "by-right"? Is Project Categorically Exempt? Negative Declaration Date: Final EIR Date:

Discuss below any special NEPA and/or CEQA Special Circumstances or exemptions and provide estimated/actual completion dates of all necessary environmental clearances.

FAAST File: STI Environmental Copy of all environmental clearances (e.g. Environmental Impact Report) or Notice of Exemption. File Uploaded?

FAAST File: STI Auth to Use Grant Funds For NEPA only, copy of the HUD 7015.16 "Authority To Use Grant Funds" or clarify the current status of the issuance of the HUD form. File Uploaded?

(9) If applicable, provide a listing and status of all discretionary local land use entitlements and permits, excluding design review, required to complete each STI Project that have been granted, submitted or to be applied for to the appropriate local agencies, or consistent with local planning documents.

Agency / Issuer	Land Use Approval Date	Approval Type	Comments

Sustainable Transportation Infrastructure (STI) PIN			
(11) Does applicant or Developer of Project have Site Control for each STI Project? If yes, enter site control form and the most recent execution date below (Site Control Appendix A)			
Form of site control (See Site Control in Appendix A):		Most recent document execution date:	
If leasehold estate:	Rent based on restricted land value?	Is acquisition cost \$0 in Dev. Budget?	Prepaid lease loan used? If so answer (a-c)
(a) Funding amount based on the Present Value of lease payments?	(b) Lender requesting Res. Receipts (not permissible)	(c) Has loan amount been entered as a finance cost?	
Describe any special circumstances, e.g. if there are multiple STI projects provide site control information for each.			
FAAST File:	STI Site Control	Appropriate documentation to demonstrate the form of site control indicated above	Files Uploaded?
(12) Applicants must demonstrate prior experience by providing evidence of two prior STI projects similar to the proposed AHSC Project in scope and size, which have been completed by the applicant during the ten years preceding the application due date. May demonstrate the requisite experience by using past experience of work completed of a Locality or Transportation Agency non-applicant so long as the applicant can provide an executed agreement with that specific Locality or Transportation Agency for the completion of the STI components of the AHSC Project for which funding is sought.			
	STI Past Project #1	STI Past Project #2	
Project Name			
Development Entity			
Completion Date			
Brief Description			
FAAST File:	Past Exp STI1, Past Exp STI2	Where the party making improvements funded by AHSC is not a public entity, an executed agreement from a public agency certifying the satisfactory completion of similar infrastructure improvements.	Files Uploaded?
(13) We certify as of the application date, the applicants or the STI real property is not party to or the subject of any claim or action in the state or federal courts.			
(14) We certify that construction of the project has not commenced as of the application deadline set forth in the NOFA.			
(19) The STI Project will not result in the loss or conversion of agricultural or other working lands, or natural resource lands for other uses according to the Dept. of Conservation's Farmland Mapping and Monitoring Program (FMMP) website?			
If "Yes", provide documentation the STI Project site is not within land designated as agricultural land per the FMMP tool.			
FAAST File:	STI No Ag	Demonstrate the STI site is not within land designated as agricultural land per FMMP tool.	File Uploaded?
If "No", demonstrate that the AHD Project site qualifies as an Infill Site (as defined in Appendix A):			
FAAST File:	STI Ag Infill	Applicants seeking an exemption to the FMMP determination must demonstrate that the STI site qualifies as an Infill Site (as defined in Appendix A)	File Uploaded?
(21)(A) If approval by a local public works department, or other responsible local agency is required for the Project, provide document below. I certify that the STI improvements are consistent with all applicable local rules, regulations, codes, policies and plans enforced or implemented by that entity.			
FAAST File:	STI Local Approvals	Statement from entity indicating the STI Capital Project is consistent with all applicable local rules, regulations, codes, policies and plans enforced or implemented by that entity.	Files Uploaded?
(21)(B) If STI Project involves demolition of existing units affordable to lower income households, the application must demonstrate the replacement of demolished units, comparable in size, of equal or greater affordability, and equal to or greater than the number of the demolished affordable units located within comparable access to transit and include first right of return to displaced residents. These no net loss requirements (§106(a)(20)(C)) apply where an STI Project is proposed on any property which includes a parcel or any portion of a parcel on which residential dwelling units affordable to lower income households currently exist or where there have been dwelling units restricted to lower-income households which have been vacated or demolished within the five year period preceding the application. Explain below how this requirement is satisfied in the replacement affordable housing development. If Project does not involve demolition or rehabilitation of existing affordable units, please indicate "N/A".			
STI Milestones			
Please provide the actual or anticipated completion date for the following performance milestones for each applicable Capital Project. If a milestone is not applicable to a Capital Project, please enter "N/A"			
Note: It is acknowledged that some of the following milestones may have already been achieved. For those milestones which have previously been met, please enter the month and year completed. For those milestones not yet completed, please provide a projected completion date (MM/YY) for each of the applicable items below. If not applicable to the specific Capital Project, please indicate "NA" below.			
Capital Project Milestone Schedule			Date
Executed binding agreement between the Recipient and developer of the proposed development detailing the terms and conditions of the Project development			
Site Control of site(s) by proposed developer.			
Completion of all necessary environmental clearances, including those required under CEQA and NEPA.			
Obtaining all necessary and discretionary public land use approvals.			
Submission of Final Construction Drawings and Specifications to the appropriate local permitting authority.			
Commencement of construction.			
Construction completion and closeout.			
Program funds fully disbursed.			
<i>Have all milestone dates been entered above?</i>			

Sustainable Transportation Infrastructure (STI) Sources and Uses Budget PIN

If proposing multiple distinct STI Capital Projects, provide detail for each Project in separate budgets below. Amounts from each budget will autosum at the bottom. The sum will be used to determine the total STI funds requested and cost cap.

Cost Category	ALL FUNDING SOURCES											Sources Total	Comments	
	AHSC STI Grant	0	0	0	0	0	0	0	0	0	0			
STI BUDGET #1 -														
Environmental review/studies													\$0	
Plan Specification and Estimates													\$0	
Right of way support costs													\$0	
Site or right of way acquisition for Cap. Improvement Project													\$0	
Other Soft Costs (Specify):													\$0	
Other Soft Costs (Specify):													\$0	
Other Soft Costs (Specify):													\$0	
Other Soft Costs (Specify):													\$0	
Total Soft Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Clearing and Grubbing													\$0	
Demolition													\$0	
Grading													\$0	
Soil Stabilization (Lime, etc.)													\$0	
Erosion/Weed Control													\$0	
Dewatering													\$0	
Other Site Preparation (Specify):													\$0	
Total Site Preparation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Sanitary Sewer													\$0	
Irrigation													\$0	
Storm Drain													\$0	
Detention Basin/Culverts													\$0	
Other Site Utilities (Specify):													\$0	
Total Site Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Aggregate Base													\$0	
Asphalt Pavement													\$0	
Sidewalk, Curb and Gutter													\$0	
Street Lights													\$0	
Striping/Barricades (Bicycle Facilities)													\$0	
Signage													\$0	
Crossing and Traffic Signals													\$0	
Roundabouts, median islands or curb extensions													\$0	
Other traffic calming surface improvements													\$0	
Other Complete Street Improvements (Specify):													\$0	
Other Complete Street Improvements (Specify):													\$0	
Total Complete Streets Improvements - Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Striping/Barricades (for dedicated bus lanes)													\$0	
Sidewalk, Curb and Gutter													\$0	
Street Lights													\$0	
Signage													\$0	
Signaling Prioritization Technology													\$0	
Boarding Infrastructure													\$0	
Seating/Benches													\$0	
Bus/Transit Shelters													\$0	
Vehicles													\$0	
Other ITS Technology													\$0	
Other Transit and Station Areas (Specify):													\$0	
Other Transit and Station Areas (Specify):													\$0	
Total Transit and Station Areas - Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Urban Greening (Specify):													\$0	
Urban Greening (Specify):													\$0	
Urban Greening (Specify):													\$0	
Total Urban Greening	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Provide Name of Impact Fee													\$0	
Provide Name of Impact Fee													\$0	
Total Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other Activity Costs (Specify):													\$0	
Other Activity Costs (Specify):													\$0	
Total Activity Delivery Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Sustainable Transportation Infrastructure (STI) Sources and Uses Budget PIN

If proposing multiple distinct STI Capital Projects, provide detail for each Project in separate budgets below. Amounts from each budget will autosum at the bottom. The sum will be used to determine the total STI funds requested and cost cap.

Cost Category	ALL FUNDING SOURCES											Sources Total	Comments
	AHSC STI Grant	0	0	0	0	0	0	0	0	0	0		
Transit Operations for service expansion §103(a)(3)(A)(v)												\$0	
Employee Reporting												\$0	
Other Capital Asset Costs (Specify):												\$0	
Total Other Capital Asset Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total STI #1 Budgeted Project Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<i>Provide Urban Greening Details and explain unusual or extraordinary circumstances that have resulted in higher than expected project costs; provide a justification as to why these costs are reasonable.</i>													
STI BUDGET #2 -													
Environmental review/studies												\$0	
Plan Specification and Estimates												\$0	
Right of way support costs												\$0	
Site or right of way acquisition for Cap. Improvement Project												\$0	
Other Soft Costs (Specify):												\$0	
Other Soft Costs (Specify):												\$0	
Other Soft Costs (Specify):												\$0	
Other Soft Costs (Specify):												\$0	
Total Soft Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Clearing and Grubbing												\$0	
Demolition												\$0	
Grading												\$0	
Soil Stabilization (Lime, etc.)												\$0	
Erosion/Weed Control												\$0	
Dewatering												\$0	
Other Site Preparation (Specify):												\$0	
Total Site Preparation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Sanitary Sewer												\$0	
Irrigation												\$0	
Storm Drain												\$0	
Detention Basin/Culverts												\$0	
Other Site Utilities (Specify):												\$0	
Total Site Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Aggregate Base												\$0	
Asphalt Pavement												\$0	
Sidewalk, Curb and Gutter												\$0	
Street Lights												\$0	
Striping/Barricades (Bicycle Facilities)												\$0	
Signage												\$0	
Crossing and Traffic Signals												\$0	
Roundabouts, median islands or curb extensions												\$0	
Other traffic calming surface improvements												\$0	
Other Complete Street Improvements (Specify):												\$0	
Other Complete Street Improvements (Specify):												\$0	
Total Complete Streets Improvements - Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Striping/Barricades (for dedicated bus lanes)												\$0	
Sidewalk, Curb and Gutter												\$0	
Street Lights												\$0	
Signage												\$0	
Signaling Prioritization Technology												\$0	
Boarding Infrastructure												\$0	
Seating/Benches												\$0	
Bus/Transit Shelters												\$0	
Vehicles												\$0	
Other ITS Technology												\$0	
Other Transit and Station Areas (Specify):												\$0	
Other Transit and Station Areas (Specify):												\$0	
Total Transit and Station Areas - Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Urban Greening (Specify):												\$0	

Sustainable Transportation Infrastructure (STI) Sources and Uses Budget PIN

If proposing multiple distinct STI Capital Projects, provide detail for each Project in separate budgets below. Amounts from each budget will autosum at the bottom. The sum will be used to determine the total STI funds requested and cost cap.

Cost Category	ALL FUNDING SOURCES											Sources Total	Comments
	AHSC STI Grant	0	0	0	0	0	0	0	0	0	0		
Urban Greening (Specify):												\$0	
Urban Greening (Specify):												\$0	
Total Urban Greening	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Provide Name of Impact Fee												\$0	
Provide Name of Impact Fee												\$0	
Total Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other Activity Costs (Specify):												\$0	
Other Activity Costs (Specify):												\$0	
Total Activity Delivery Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Transit Operations for service expansion §103(a)(3)(A)(v)												\$0	
Employee Reporting												\$0	
Other Capital Asset Costs (Specify):												\$0	
Total Other Capital Asset Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total STI #2 Budgeted Project Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Provide Urban Greening Details and explain unusual or extraordinary circumstances that have resulted in higher than expected project costs; provide a justification as to why these costs are reasonable.

STI BUDGET #3 -

Environmental review/studies												\$0	
Plan Specification and Estimates												\$0	
Right of way support costs												\$0	
Site or right of way acquisition for Cap. Improvement Project												\$0	
Other Soft Costs (Specify):												\$0	
Other Soft Costs (Specify):												\$0	
Other Soft Costs (Specify):												\$0	
Other Soft Costs (Specify):												\$0	
Total Soft Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Clearing and Grubbing												\$0	
Demolition												\$0	
Grading												\$0	
Soil Stabilization (Lime, etc.)												\$0	
Erosion/Weed Control												\$0	
Dewatering												\$0	
Other Site Preparation (Specify):												\$0	
Total Site Preparation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Sanitary Sewer												\$0	
Irrigation												\$0	
Storm Drain												\$0	
Detention Basin/Culverts												\$0	
Other Site Utilities (Specify):												\$0	
Total Site Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Aggregate Base												\$0	
Asphalt Pavement												\$0	
Sidewalk, Curb and Gutter												\$0	
Street Lights												\$0	
Striping/Barricades (Bicycle Facilities)												\$0	
Signage												\$0	
Crossing and Traffic Signals												\$0	
Roundabouts, median islands or curb extensions												\$0	
Other traffic calming surface improvements												\$0	
Other Complete Street Improvements (Specify):												\$0	
Other Complete Street Improvements (Specify):												\$0	
Total Complete Streets Improvements - Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Striping/Barricades (for dedicated bus lanes)												\$0	
Sidewalk, Curb and Gutter												\$0	
Street Lights												\$0	
Signage												\$0	
Signaling Prioritization Technology												\$0	

Sustainable Transportation Infrastructure (STI) Sources and Uses Budget PIN

If proposing multiple distinct STI Capital Projects, provide detail for each Project in separate budgets below. Amounts from each budget will autosum at the bottom. The sum will be used to determine the total STI funds requested and cost cap.

Cost Category	ALL FUNDING SOURCES											Sources Total	Comments	
	AHSC STI Grant	0	0	0	0	0	0	0	0	0	0			
Boarding Infrastructure												\$0		
Seating/Benches												\$0		
Bus/Transit Shelters												\$0		
Vehicles												\$0		
Other ITS Technology												\$0		
Other Transit and Station Areas (Specify):												\$0		
Other Transit and Station Areas (Specify):												\$0		
Total Transit and Station Areas - Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Urban Greening (Specify):												\$0		
Urban Greening (Specify):												\$0		
Urban Greening (Specify):												\$0		
Total Urban Greening	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Provide Name of Impact Fee												\$0		
Provide Name of Impact Fee												\$0		
Total Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Other Activity Costs (Specify):												\$0		
Other Activity Costs (Specify):												\$0		
Total Activity Delivery Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Other Activity Costs (Specify):												\$0		
Other Activity Costs (Specify):												\$0		
Total Activity Delivery Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Transit Operations for service expansion §103(a)(3)(A)(v)												\$0		
Employee Reporting												\$0		
Other Capital Asset Costs (Specify):												\$0		
Total Other Capital Asset Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Total STI #3 Budgeted Project Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<i>Provide Urban Greening Details and explain unusual or extraordinary circumstances that have resulted in higher than expected project costs; provide a justification as to why these costs are reasonable.</i>														
TOTAL SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET														
Total Soft Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Site Preparation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Site Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Complete Streets Improvements - Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Transit and Station Areas - Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Urban Greening	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Activity Delivery Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Other Capital Asset Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total STI Budgeted Project Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Transportation Related Amenities (TRA) PIN												
TRA Project Summary												
	Project Name	Brief Description			Address	City	Zip	County	Lat.	Log	Census Tracts	APNs
TRA #1												
TRA #2												
TRA #3												
Enter # & Amt. of new:		Bus Shelters	AHSC Funds	Bicycle Parking At Transit	AHSC Funds	Bus Stop Benches	AHSC Funds					
Safe and Accessible Walkways - length (in feet) of sidewalk directly improved (ex. provided shade to, illuminated)						Pedestrian Paths (linear feet)			Type			
# of Transit Routes Improved		Station Area or Transit Access Improvements			Other (describe)							
ID all intended outcomes of proposed active transportation component:				Improved compliance with traffic laws			Other barriers that may have existed on route (describe below)					
Improved sight distance/visibility		Elimination of potential conflict points		Reduced vehicular speed/volume								
TRA Eligible Costs §103(a)(4) and Ineligible Costs §103(c)												
(B)(i) We certify the capital improvements in the TRA budget are publicly accessible and provide supportive amenities to cyclists, pedestrians, and transit riders (i.e. bike parking, bus shelter, benches, street trees, etc.) within the defined Project Area meeting the §102(c) or (d) transit requirements.												
							Budgeted	Cost Cap	Overage			
(B)(ii) Total amount of eligible TRA-soft costs cannot exceed 10% of the total AHSC Program award.							\$0	\$0	\$0	Ok		
(B)(iv) Total amount of Activity Delivery Costs associated with the implementation of the Capital Project cannot exceed 10% of the costs associated with the Capital Project.							\$0	\$0	\$0	Ok		
(B)(v) Capital Project costs in budget that are required as a condition of local approval for the TRA? If Yes, upload documentation below												
FAAST File:		TRA Cap Project Costs		Documentation showing Capital Project costs are required as a condition of local approval for the TRA				File Uploaded?				
(C) Total combined requested grant amount for your STI Capital Projects and TRA Capital Projects cannot exceed \$10M? Ok												
§103(c) We certify the AHSC TRA funded cost do not include any of the following ineligible costs:												
(1) Costs are not eligible if there is another feasible, available source of committed funding for the STI portion thereof to be funded by AHSC or if the cost is incurred prior to the AHSC award;												
(2) Routine maintenance or operations of transportation infrastructure (including transit fleet, not including AHSC funded transit service expansion);												
(3) In lieu fees for local inclusionary housing programs;												
(4) Ongoing operational costs beyond the term of the grant (three years) for Program Costs; and												
(5) All costs associated with automobile or motorcycle parking (excluding electric vehicle charging infrastructure).												
TRA Grant Terms §104(c)												
(1) We certify that the grant does not result in a profit that exceeds the commercially reasonable range for other improvements of similar size and level of risk.												
(2) We acknowledge that AHSC Program grant funds will be disbursed as reimbursed progress payments for eligible costs incurred after the execution of the Standard Agreement in the amount not to exceed the AHSC Program award of funds.												
(3) We acknowledge if the TRA Project includes multiple phases or developments, all entitlements and construction funding commitments for the first phase must be received prior to disbursement.												
TRA Threshold §106(a)												
(7) TRA Enforceable Funding Commitments (EFC): see Appendix A (f) - for an explanation of Enforceable Funding Commitments (EFC).												
#	Committed by Full App Deadline?	Commitment Date	Source Name (listed in order of lien priority)	Source Type	Lien No.	Amount	Interest Rate		Term (# of mos.)	Required Debt Service	Balloon ?	
							Rate	Type				
1	Yes		AHSC TRA Grant	State-HCD								
2												
3												
4												
5												
6												
7												
8												
9												
10												
\$0		<Total Committed Non-AHSC TRA Funds		TOTAL (must equal TRA Budget Amt)		\$0						
Provide a description of unusual or extraordinary circumstances that have resulted in higher than expected project costs and provide a justification as to why these costs are reasonable.												
FAAST File:		EFC TRA1; EFC TRA2; EFC TRA3; Supporting documentation for the 0 non-AHSC TRA funding commitments.				Files Uploaded?						
(8)(A) Applicant acknowledges completion and approval or adoption of all necessary environmental clearances for transportation components must be attained by initial disbursement of grant funds.												
NEPA:		Is Federal funding proposed that will trigger NEPA requirements?				If Yes, enter date of "Authority to Use Grant Funds"						
CEQA:		Project approved "by-right"?		Is Project Categorically Exempt?		Negative Declaration Date:		Final EIR Date:				
Discuss below any special NEPA and/or CEQA Special Circumstances or exemptions and provide estimated/actual completion dates of all necessary environmental clearances.												
FAAST File:		TRA Environmental		Copy of all environmental clearances (e.g. Environmental Impact Report) or Notice of Exemption.				File Uploaded?				
FAAST File:		TRA Auth to Use Grant Funds		For NEPA only, copy of the HUD 7015.16 "Authority To Use Grant Funds" or clarify the current status of the issuance of the HUD form.				File Uploaded?				
(9) If applicable, provide a listing and status of all discretionary local land use entitlements and permits, excluding design review, required to complete each TRA Project that have been granted, submitted or to be applied for to the appropriate local agencies, or consistent with local planning documents.												
Agency / Issuer			Land Use Approval Date		Approval Type		Comments					

Transportation Related Amenities (TRA) PIN

(11) Does applicant or Developer of Project have Site Control for each TRA Project? If yes, enter site control form and the most recent execution date below (Site Control Appendix A)			
Form of site control (See Site Control in Appendix A):	Most recent document execution date:		
If leasehold estate:	Rent based on restricted land value?	Is acquisition cost \$0 in Dev. Budget?	Prepaid lease loan used? If so answer (a-c)
(a) Funding amount based on the Present Value of lease payments?	(b) Lender requesting Res. Receipts (not permissible)	(c) Has loan amount been entered as a finance cost?	
Describe any special circumstances, e.g. if there are multiple TRA projects provide site control information for each.			

FAAST File:	TRA Site Control	Appropriate documentation to demonstrate the form of site control indicated above	Files Uploaded?
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(12)(A) Applicants must demonstrate prior experience by providing evidence of two prior TRA projects similar to the proposed AHSC Project in scope and size, which have been completed by the applicant during the ten years preceding the application due date. May demonstrate the requisite experience by using past experience of work completed of a Locality or Transportation Agency non-applicant so long as the applicant can provide an executed agreement with that specific Locality or Transportation Agency for the completion of the TRA components of the AHSC Project for which funding is sought.

	TRA Past Project #1	TRA Past Project #2
Project Name		
Development Entity		
Completion Date		
Brief Description		

FAAST File:	Past Exp TRA1, Past Exp TRA2	Where the party making improvements funded by AHSC in not a public entity, an executed agreement from a public agency certifying the satisfactory completion of similar infrastructure improvements.	Files Uploaded?
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(13) We certify as of the application date, the applicants or the TRA real property is not party to or the subject of any claim or action in the state or federal courts.

(14) We certify that construction of the project has not commenced as of the application deadline set forth in the NOFA.

(19) The TRA Project will not result in the loss or conversion of agricultural or other working lands, or natural resource lands for other uses according the Dept. of Conservation's Farmland Mapping and Monitoring Program (FMMP) website?

If "Yes", provide documentation the TRA Project site is not within land designated as agricultural land per the FMMP tool.

FAAST File:	TRA No Ag	Demonstrate TRA site is not within land designated as agricultural land per FMMP tool	File Uploaded?
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If "No", demonstrate that the AHD Project site qualifies as an Infill Site (as defined in Appendix A):

FAAST File:	TRA Ag Infill	Applicants seeking an exemption to the FMMP determination must demonstrate that the TRA site qualifies as an Infill Site (as defined in Appendix A)	File Uploaded?
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(21)(A) If approval by a local public works department, or other responsible local agency is required for the Project, provide document below. I certify that the TRA improvements are consistent with all applicable local rules, regulations, codes, policies and plans enforced or implemented by that entity.

FAAST File:	TRA Local Approvals	Statement from entity indicating the TRA Capital Project is consistent with all applicable local rules, regulations, codes, policies and plans enforced or implemented by that entity.	Files Uploaded?
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(21)(B) If the TRA Project involves demolition of existing units affordable to lower income households, the application must demonstrate the replacement of demolished units, comparable in size, of equal or greater affordability, and equal to or greater than the number of the demolished affordable units located within comparable access to transit and include first right of return to displaced residents. These no net loss requirements (§106(a)(20)(C)) apply where a TRA Project is proposed on any property which includes a parcel or any portion of a parcel on which residential dwelling units affordable to lower income households currently exist or where there have been dwelling units restricted to lower-income households which have been vacated or demolished within the five year period preceding the application.

TRA Milestones

Please provide the actual or anticipated completion date for the following performance milestones for each applicable Capital Project. If a milestone is not applicable to a Capital Project, please enter "N/A"

Note: It is acknowledged that some of the following milestones may have already been achieved. For those milestones which have previously been met, please enter the month and year completed. For those milestones not yet completed, please provide a projected completion date (MM/YY) for each of the applicable items below. If not applicable to the specific Capital Project, please indicate "NA" below.

Capital Project Milestone Schedule	Date
Executed binding agreement between the Recipient and developer of the proposed development detailing the terms and conditions of the Project development.	
Site Control of site(s) by proposed developer.	
Completion of all necessary environmental clearances, including those required under CEQA and NEPA.	
Obtaining all necessary and discretionary public land use approvals.	
Submission of Final Construction Drawings and Specifications to the appropriate local permitting authority.	
Commencement of construction.	
Construction completion and closeout.	
Program funds fully disbursed.	

Have all milestone dates been entered above?

Transportation Related Amenities (TRA) Sources and Uses Budget PIN

If proposing multiple distinct TRA Capital Projects, provide detail for each Project in separate budgets below. Amounts from each budget will autosum at the bottom. The sum will be used to determine the total TRA funds requested and cost cap.

Cost Category	ALL FUNDING SOURCES										Sources Total	Comments	
	AHSC TRA Grant	0	0	0	0	0	0	0	0	0			
TRA BUDGET #1 -													
Environmental review/studies												\$0	
Plan Specification and Estimates												\$0	
Right of way support costs												\$0	
Site or right of way acquisition for Cap. Improvement Project												\$0	
Other Soft Costs (Specify):												\$0	
Other Soft Costs (Specify):												\$0	
Other Soft Costs (Specify):												\$0	
Other Soft Costs (Specify):												\$0	
Total Soft Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Clearing and Grubbing												\$0	
Demolition												\$0	
Grading												\$0	
Soil Stabilization (Lime, etc.)												\$0	
Erosion/Weed Control												\$0	
Dewatering												\$0	
Other Site Preparation (Specify):												\$0	
Total Site Preparation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Sanitary Sewer												\$0	
Irrigation												\$0	
Storm Drain												\$0	
Detention Basin/Culverts												\$0	
Other Site Utilities (Specify):												\$0	
Total Site Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Aggregate Base												\$0	
Asphalt Pavement												\$0	
Sidewalk, Curb and Gutter												\$0	
Street Lights												\$0	
Striping/Barricades (Bicycle Facilities)												\$0	
Signage												\$0	
Crossing and Traffic Signals												\$0	
Roundabouts, median islands or curb extensions												\$0	
Other traffic calming surface improvements												\$0	
Other Street Improvements (Specify):												\$0	
Total Complete Streets Improvements - Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Striping/Barricades (for dedicated bus lanes)												\$0	
Sidewalk, Curb, and Gutter												\$0	
Street Lights												\$0	
Signage												\$0	
Signaling Prioritization Technology												\$0	
Boarding infrastructure												\$0	
Seating/Benches												\$0	
Bus/Transit Shelters												\$0	
Other ITS Technology												\$0	
Other Transit Station or Stop (Specify):												\$0	
Other Transit Station or Stop (Specify):												\$0	
Total Transit Station or Stop - Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Street Trees												\$0	
Bioswales												\$0	
Landscaping												\$0	
Other Urban Greening (Specify):												\$0	
Other Urban Greening (Specify):												\$0	
Total Urban Greening	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Street Furniture												\$0	
Bicycle Repair Kiosks												\$0	
Bicycle Storage or Parking												\$0	
Drinking Fountains												\$0	
Other Amenities (Specify):												\$0	
Other Amenities (Specify):												\$0	
Total Amenities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Provide Name of Impact Fee												\$0	
Provide Name of Impact Fee												\$0	

Transportation Related Amenities (TRA) Sources and Uses Budget PIN

If proposing multiple distinct TRA Capital Projects, provide detail for each Project in separate budgets below. Amounts from each budget will autosum at the bottom. The sum will be used to determine the total TRA funds requested and cost cap.

Cost Category	ALL FUNDING SOURCES											Sources Total	Comments
	AHSC TRA Grant	0	0	0	0	0	0	0	0	0	0		
Landscaping												\$0	
Other Urban Greening (Specify):												\$0	
Other Urban Greening (Specify):												\$0	
Total Urban Greening	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Street Furniture												\$0	
Bicycle Repair Kiosks												\$0	
Bicycle Storage or Parking												\$0	
Drinking Fountains												\$0	
Other Amenities (Specify):												\$0	
Other Amenities (Specify):												\$0	
Total Amenities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Provide Name of Impact Fee												\$0	
Provide Name of Impact Fee												\$0	
Total Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other Activity Costs (Specify):												\$0	
Other Activity Costs (Specify):												\$0	
Total Activity Delivery Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Employee Reporting												\$0	
Vehicles												\$0	
Other Capital Costs (Specify):												\$0	
Other Capital Costs (Specify):												\$0	
Total Other Capital Asset Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total TRA #2 Budgeted Project Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Provide Urban Greening Details and explain unusual or extraordinary circumstances that have resulted in higher than expected project costs; provide a justification as to why these costs are reasonable.

TRA BUDGET #3 -

Environmental review/studies												\$0	
Plan Specification and Estimates												\$0	
Right of way support costs												\$0	
Site or right of way acquisition for Cap. Improvement Project												\$0	
Other Soft Costs (Specify):												\$0	
Other Soft Costs (Specify):												\$0	
Other Soft Costs (Specify):												\$0	
Other Soft Costs (Specify):												\$0	
Total Soft Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Clearing and Grubbing												\$0	
Demolition												\$0	
Grading												\$0	
Soil Stabilization (Lime, etc.)												\$0	
Erosion/Weed Control												\$0	
Dewatering												\$0	
Other Site Preparation (Specify):												\$0	
Total Site Preparation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Sanitary Sewer												\$0	
Irrigation												\$0	
Storm Drain												\$0	
Detention Basin/Culverts												\$0	
Other Site Utilities (Specify):												\$0	
Total Site Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Aggregate Base												\$0	
Asphalt Pavement												\$0	
Sidewalk, Curb and Gutter												\$0	
Street Lights												\$0	
Striping/Barricades (Bicycle Facilities)												\$0	
Signage												\$0	
Crossing and Traffic Signals												\$0	
Roundabouts, median islands or curb extensions												\$0	
Other traffic calming surface improvements												\$0	
Other Street Improvements (Specify):												\$0	
Total Complete Streets Improvements - Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Striping/Barricades (for dedicated bus lanes)												\$0	

Transportation Related Amenities (TRA) Sources and Uses Budget PIN

If proposing multiple distinct TRA Capital Projects, provide detail for each Project in separate budgets below. Amounts from each budget will autosum at the bottom. The sum will be used to determine the total TRA funds requested and cost cap.

Cost Category	ALL FUNDING SOURCES											Sources Total	Comments
	AHSC TRA Grant	0	0	0	0	0	0	0	0	0	0		
Sidewalk, Curb, and Gutter												\$0	
Street Lights												\$0	
Signage												\$0	
Signaling Prioritization Technology												\$0	
Boarding Infrastructure												\$0	
Seating/Benches												\$0	
Bus/Transit Shelters												\$0	
Other ITS Technology												\$0	
Other Transit Station or Stop (Specify):												\$0	
Other Transit Station or Stop (Specify):												\$0	
Total Transit Station or Stop - Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Street Trees												\$0	
Bioswales												\$0	
Landscaping												\$0	
Other Urban Greening (Specify):												\$0	
Other Urban Greening (Specify):												\$0	
Total Urban Greening	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Street Furniture												\$0	
Bicycle Repair Kiosks												\$0	
Bicycle Storage or Parking												\$0	
Drinking Fountains												\$0	
Other Amenities (Specify):												\$0	
Other Amenities (Specify):												\$0	
Total Amenities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Provide Name of Impact Fee												\$0	
Provide Name of Impact Fee												\$0	
Total Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other Activity Costs (Specify):												\$0	
Other Activity Costs (Specify):												\$0	
Total Activity Delivery Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Employee Reporting												\$0	
Vehicles												\$0	
Other Capital Costs (Specify):												\$0	
Other Capital Costs (Specify):												\$0	
Total Other Capital Asset Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total TRA #3 Budgeted Project Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<i>Provide Urban Greening Details and explain unusual or extraordinary circumstances that have resulted in higher than expected project costs; provide a justification as to why these costs are reasonable.</i>													
TOTAL TRANSPORTATION RELATED AMENITIES (TRA) BUDGET													
Total Soft Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Site Preparation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Site Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Complete Streets Improvements - Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Transit Station or Stop - Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Urban Greening	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Amenities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Activity Delivery Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Other Capital Asset Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total TRA Budgeted Project Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Programs (PGM) PIN											
PGM Project Summary §103(b)(1)											
Programs include education, outreach and training programs for Active Transportation or transit ridership; air pollution exposure reduction; workforce development partnerships; and outreach, education, and subsidy to low-income residents for ZEV car sharing.											
Answer all 3 areas for each program, see cell comments	Program Description					Address	City	Zip	County	Lat.	Log.
PGM #1											
PGM #2											
PGM #3											
PGM Eligible Costs §103(b) and Ineligible Costs §103(c) - eligible costs may include operational costs for programs for the term of the grant (3 years)											
(1) Program Costs In Project include:											
Please briefly describe how the Program Operator will sustain the Program beyond the term of the AHSC standard agreement and funds.											
						Budgeted	Cost Cap	Overage			
(2) Total grant amount for Program Costs within a Project Area cannot exceed 30% of the funding request for the overall Project up to \$500,000.						\$0	\$0	\$0	Ok		
§103(c) We certify the AHSC PGM funded costs do not include any of the following ineligible costs:											
(1) Costs are not eligible if there is another feasible, available source of committed funding for STI portion thereof to be funded by AHSC or if cost is incurred prior to AHSC award;											
(2) Routine maintenance or operations of transportation infrastructure including the general transit fleet not including AHSC funded transit service expansion;											
(3) In lieu fees for local inclusionary housing programs;											
(4) Ongoing operational costs beyond the term of the grant (three years) for Program Costs; and											
(5) Costs associated with automobile or motorcycle parking (excluding electric vehicle charging infrastructure).											
PGM Threshold §106(a)											
(7) PGM Enforceable Funding Commitments (EFC) See AHSC Guidelines Appendix A - Definitions for an explanation of Enforceable Funding Commitments (EFC).											
EFC #	Committed by Full App Deadline?	Commitment Date	Source Name (listed in order of lien priority)	Source Type	Lien No.	Amount	Interest Rate		Term (# of mos.)	Required Debt Service	Balloon ?
							Rate	Type			
1	Yes		AHSC PGM Grant	State-HCD			Transit Passes will not contribute to \$500k AHSC PGM cap.				
2											
3											
4											
5											
6											
7											
8											
9											
10											
\$0		<Total Committed Non-AHSC PGM Funds			TOTAL (must equal PGM Budget		\$0				
Provide a description of unusual or extraordinary circumstances that have resulted in higher than expected project costs and provide a justification as to why these costs are reasonable.											
FAAST File:	EFC PGM1, EFC PGM2, EFC PGM3	Supporting documentation for the 0 non-AHSC PGM funding commitments.							Files Uploaded?		
(12) Demonstrate prior experience by providing evidence of two prior PGM projects similar to the proposed AHSC Project in scope and size, which have been completed by the applicant											
Project Name					PGM Past Project #1						PGM Past Project #2
Operating Entity											
Brief Description											
Describe the prior experience of the Program Operator with operating similar successful programs.											
(22) We certify the PGM is infeasible without AHSC Program funds, and other committed funds are not and will not be supplanted by AHSC Program funds.											
Program Need and Readiness											
Please briefly describe the proposed Program(s) Activity											
Who are the targeted users for the Program(s)?											

Programs (PGM) PIN

What is the issue or need that the Program(s) is attempting to address, and how will it successfully address this issue or need?

Describe additional design challenges and development costs incurred to meet the requirements of the Program.

PGM Milestones

Please provide the actual or anticipated completion date for the following performance milestones for each. If a milestone is not applicable, select "N/A"

Program Milestone Schedule	Date
Program designed.	
Program operator identified.	
Obtaining all enforceable funding commitments.	
Program operations start.	
Identification and commitment of program operator and partners.	
Completion of a business or a work plan.	
Identification of ongoing support for operation costs beyond grant period.	
Program funds fully disbursed	
<i>Have all milestone dates been entered above?</i>	

Programs (PGM) Sources and Uses Budget PIN

If proposing multiple distinct Programs, provide detail for each Program in the PGM worksheet and in separate budgets below. Amounts from each budget will autosum at the bottom. The sum will be used to determine the total PGM funds requested.

Cost Category	ALL FUNDING SOURCES							Sources Total	Comments
	AHSC PGM Grant	0	0	0	0	0	0		
PGM BUDGET #1 -									
Direct Staff Cost 1 (Specify)								\$0	
Direct Staff Cost 2 (Specify)								\$0	
Direct Staff Cost 3 (Specify)								\$0	
Direct Staff Cost 4 (Specify)								\$0	
Direct Staff Cost 5 (Specify)								\$0	
Total Direct Staff Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other Indirect Staff Cost (Specify)								\$0	
Other Indirect Staff Cost (Specify)								\$0	
Other Indirect Staff Cost (Specify)								\$0	
Total Indirect Staff Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Staff Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Travel								\$0	
Equipment								\$0	
Transit Passes (see cell comment)								\$0	
Supplies (Specify)								\$0	
Supplies (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Total Other Capital Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total PGM #1 Budgeted Project Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
PGM BUDGET #2 -									
Direct Staff Cost 1 (Specify)								\$0	
Direct Staff Cost 2 (Specify)								\$0	
Direct Staff Cost 3 (Specify)								\$0	
Direct Staff Cost 4 (Specify)								\$0	
Direct Staff Cost 5 (Specify)								\$0	
Total Direct Staff Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other Indirect Staff Cost (Specify)								\$0	
Other Indirect Staff Cost (Specify)								\$0	
Other Indirect Staff Cost (Specify)								\$0	
Total Indirect Staff Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Staff Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Travel								\$0	
Equipment								\$0	
Transit Passes (see cell comment)								\$0	
Supplies (Specify)								\$0	
Supplies (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Total Other Capital Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total PGM #2 Budgeted Project Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
PGM BUDGET #3 -									
Direct Staff Cost 1 (Specify)								\$0	
Direct Staff Cost 2 (Specify)								\$0	
Direct Staff Cost 3 (Specify)								\$0	
Direct Staff Cost 4 (Specify)								\$0	
Direct Staff Cost 5 (Specify)								\$0	
Total Direct Staff Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other Indirect Staff Cost (Specify)								\$0	
Other Indirect Staff Cost (Specify)								\$0	
Other Indirect Staff Cost (Specify)								\$0	
Total Indirect Staff Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Staff Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Travel								\$0	
Equipment								\$0	
Transit Passes (see cell comment)								\$0	
Supplies (Specify)								\$0	
Supplies (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Other Capital Costs (Specify)								\$0	
Total Other Capital Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total PGM #3 Budgeted Project Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL PROGRAM (PGM) BUDGET									
Total Direct Staff Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Indirect Staff Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Other Capital Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total PGM Budgeted Project Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Quantitative Policy Scoring §107 PIN																					
55 Points Max (points in blue shaded cells)								Total Quantitative Self Score													
Active Transportation Improvements §107(b) - 10 Points Max								0													
(1) Length of Context Sensitive Bikeways (PAM) - 2 points max																					
Total length (in linear miles) of AHSC Funded Context Sensitive Bikeways (from STI Worksheet):								0.00		0											
(2) Will Project link the AHD or Qualifying Transit Station or Stop to an existing bicycle network or a bicycle network identified in an official public planning document? The existing or planned bicycle network must be directly linked by a new AHSC funded Context Sensitive Bikeway that has an entry point within one quarter mile of either the AHD or Qualifying Transit Station or Stop. The existing or planned bicycle network does not have to be comprised of Context Sensitive Bikeways. - 1 point																					
FAAST File:		Bicycle Network Connectivity			Identify the Project component that links the AHD or Qualifying Transit Station or Stop to a bicycle network on the Transit Service Map (from Overview worksheet). Upload the official public planning document including map showing connectivity.				File Uploaded?												
(3) Barriers to safe access of bicycle routes - 2 points max (one point for each)																					
Select how Project will address safe access of routes:																					
FAAST File:		Safe Bicycle Routes			Provide one of the following: Traffic and safety studies that detail existing problems, existing traffic conditions and traffic projections from a Public Agency; photos of existing conditions that demonstrate existing problems with the bikeway; or a letter from a Public Agency that explains the current problems with the bikeway, and how the proposed improvement will fix it.				File Uploaded?												
(4) Length of Safe and Accessible Walkways (PAM) - 2 points max																					
Total length (in linear feet) of STI new or replaced sidewalks and TRA sidewalks improved (from STI & TRA Worksheets):								0		0											
(5) Pedestrian Crossing point that directly links two pedestrian networks - 1 point																					
Pedestrian crossing point within the Project Area that directly links two pedestrian networks that are unlinked for one quarter mile:																					
FAAST File:		Pedestrian Network Connectivity			PAM - identify a pedestrian crossing point that directly links two pedestrian networks that are unlinked for one quarter mile along a walkable route.				File Uploaded?												
(6) Barriers to safe access of pedestrian routes - 2 points max (one point for each)																					
Select how Project will address safe access of routes:																					
FAAST File:		Safe Pedestrian Routes			Provide one of the following: Traffic and safety studies that detail existing problems, existing traffic conditions and traffic projections from a Public Agency; photos of existing conditions that demonstrate existing problems with the walkway; or a letter from a Public Agency that explains the current problems with the walkway, and how the proposed improvement will fix it.				File Uploaded?												
Green Buildings and Renewable Energy §107(c) - 8 Points Max																					
(1) Green Building Status - 3 points max																					
Green building status beyond mandatory green building requirements as verified by a HERS rater:								Construction Type (select type that gives max pts):		0											
FAAST File:		Green Building Status			Provide signed letter from a HERS rater stating the green building status.				File Uploaded?												
(2) Energy Grid Use Reductions as verified by a HERS rater - 5 points max																					
Energy grid use reduction level, measured as total onsite energy consumption and as verified by a certified design professional:																					
FAAST File:		Energy Grid Reductions			Provide signed letter from a HERS rater stating the energy grid reductions.				File Uploaded?												
Housing and Transportation Collaboration §107(d) - 9 Points Max																					
(1) STI Funds Requested as percentage of Total AHSC Requested - 6 points max																					
AHD & HRI Requested:		\$0		STI Requested:		\$0		Total AHSC Funds Requested:		\$0		STI Funds Requested as % of Total AHSC Requested:		0%		0					
(2) TRA Funds Requested (at or not at Transit Station or Stop) as percentage of Total AHSC Requested - 2 points max																					
TRA Req:		\$0		TRA (Transit Station or Stop)		\$0		Total AHSC Funds Requested:		\$0		TRA (Transit Station/Stop) Funds Reg as % of Total AHSC Req:		0%		TRA Funds Requested as % of Total AHSC Requested:		0%		0	
(3a) Funding from other Greenhouse Gas Reduction Fund (GGRF) Program, which directly benefit or contribute to Project's development - 1 point max or see (3b) below																					
GGRF Program Project has received funding from:								Funding Amount:		0											
FAAST File:		GGRF Fund Evidence			Provide proof of funding: Notice of Final award (must include amount of program funding awarded and date of award), or documentation detailing how the funds received from said Program will contribute to the development of the AHSC Project.				File Uploaded?												
(3b) Within environmentally cleared High Speed Rail Station Planning Area - 1 point max																					
is Project within environmentally cleared High Speed Rail Station Planning Area?																					
FAAST File:		High Speed Rail Area			Document Project's location within environmentally cleared High Speed Rail Station Planning Area.				File Uploaded?												
Location Efficiency and Access to Destinations §107(e) - 6 Points Max																					
(1) Location Efficiency - Walkability - 3 points max																					
Enter Project address (or Project's center most point if no specific address exists) on US EPA Walkability Index to determine Walkability.								Project address or corridor:		Walkability Index:		0									
(2) Location Efficiency to Key Destinations (PAM) - .333 points each; 3 points max (for each item below, answer Yes or No as to if these Key Destinations are within the Project Area)																					
Grocery store-meets CalFresh requirements:		Licensed child care facility:		Public library:		Bank or Post Office:		0.0													
Medical clinic-accepts Medi-Cal payments:		Pharmacy:		Office park:		Place of Worship:		0.0													
Public elementary, middle or high school:		Park-accessible to general public:		University or junior college:				0.0													
Funds Leveraged §107(f) - 4 Points Max																					
Non-AHSC Enforceable Funding Commitments (EFC):		\$0		AHSC Funds Requested:		\$0		Non-AHSC EFCs as a % of AHSC Requested:		0%											
Anti-Displacement Strategies §107(g) - 5 Points Max																					
(1) Projects that either implement strategies or programs, or are located in jurisdictions with policies, strategies or programs that currently exist to prevent the displacement of local community residents from the area surrounding the Project - 1 point per strategy - 3 points max								# of Strategies Implemented		0											
<i>Strategies Voluntarily Implemented by Applicant (select "Yes" for each strategy implemented)</i>																					
Replacement requirements or demonstration of no net loss of units on site according to affordability																					
First right of return policies that include moving expenses																					
Strategies in coordination with local governments or other pertinent organization to address indirect or direct displacement in neighborhoods near the proposed project (e.g., donation to community land trust, multi-lingual tenant legal counseling)																					
Affirmative marketing strategies or plans targeting nearby neighborhoods, a Disadvantaged Community or a Low-Income Community																					
<i>Strategies Implemented by Local Jurisdiction (select "Yes" for each strategy implemented)</i>																					
Replacement requirements in targeted growth areas such as transit stations, transit corridors, job and housing rich areas, downtowns and revitalization areas or policies on sites identified pursuant to Gov. Code §65583.2(g)(3)																					
Rent stabilization programs beyond what is required by California Civil Code 1946.2																					
Just cause eviction or other efforts improving tenant stability beyond what is required by California Civil Code 1946.2																					
Ongoing funding programs of at least \$1,000,000 in cumulative allocations, affirmative marketing strategies and policies dedicated to the conservation and improvement of housing for lower and moderate income households (e.g., acquisition/rehabilitation, community land trusts, land banking, mobilehome park overlay zones, single room occupancy preservation ordinances, affordable housing or commercial linkage fees). Different strategies captured within this bullet point are each eligible for points.																					
Density bonus ordinances that expand on state replacement requirements																					
Funding programs of at least \$1M in cumulative allocations (enter program name and type of program)																					
Affirmative marketing strategies and policies dedicated to the conservation and																					

Quantitative Policy Scoring §107 PIN

improvement of housing for lower and moderate income households - e.g., acquisition/rehabilitation, community land trusts, land banking, mobile home park overlay zones, single room occupancy preservation ordinances, affordable housing or commercial linkage fees. (enter general description of strategy/policy)		

FAAST File:	Anti-Displacement Resident	Document who is responsible for each strategy, policy, or program claimed and include either a brief explanation or a web link to the Applicant/Local Jurisdiction's implementation or requirement of the strategy, policy, or program.	File Uploaded?
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(2) Projects demonstrating policies, strategies or programs that either currently exist or will be implemented through this Project to prevent the displacement of locally-owned businesses from the area surrounding the Project. One point will be given for a policy, strategy, or program that either currently exists or is newly implemented through this Project. Two points will be given for two policies, strategies, or programs, either as one currently existing and one newly implemented through this Project, or both newly implemented through this Project. - 1 point per strategy - 2 points max	Number of Existing Strategies:	0	Number of Newly Implemented Strategies:	0	0
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Implementation of an overlay zone to protect and assist small businesses	Establishment of a small business advocate office and single point of contact for every small business owner
Creation and maintenance of a small business alliance	Increased visibility of the jurisdiction's small business assistance programs
Formal program to ensure that some fraction of a jurisdiction's purchases of goods and services come from local businesses	Prioritization of Minority and Women Business Enterprises (MWBE) for public contracting

FAAST File:	Anti-Displacement Business	Document who is responsible for each strategy, policy, or program claimed and include either a brief explanation or a web link to the Applicant/Local Jurisdiction's implementation or requirement of the strategy, policy, or program.	File Uploaded?
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Prohousing Local Policies §107(h) - 2 Points Max

Applicant certifies that the Project is located in jurisdictions that meet the following Prohousing criteria (must complete the Strategy form below for each Strategy) - 1 point per strategy - 2 points max	# of Strategies	0
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- a. Implemented programs over the last five years that finance infrastructure with accompanying increased housing capacity or local financial incentives for housing, including, but not limited to, a local housing trust fund or fee waivers.
- b. Adopted a Nondiscretionary Local Approval Process for residential and mixed-use development in all zones permitting multifamily housing, established workforce housing opportunity zones, as defined in Gov. Code §65620, or housing sustainability districts, as defined in Gov. Code §66200.
- c. Zoning more sites for residential development or zoning sites at higher densities than is required to accommodate 150% of the minimum regional housing needs allocation for the low income allocation in the current housing element cycle.
- d. Adopted accessory dwelling unit ordinances or other mechanisms that reduce barriers for property owners to create accessory dwelling units beyond the requirements outlined in Gov. Code §65852.2 as follows:
 - Parking reductions to 0.75 or less spaces per accessory dwelling unit in areas not already exempt from parking pursuant to Gov. Code §65852.2;
 - Impact fee waivers or reductions of 50% or more;
 - Ministerial approval in less than 60 days;
 - Reduction or modifications of development standards for side yard setbacks to five feet or less;
 - Reduction or modifications of development standards to two story heights;
 - Reduction or modifications of development standards to 60% lot coverage;
 - No minimum lot size requirement;
 - Provisions for affordability; or
 - Offering support programs such as a user-friendly website
- e. Only use objective design standards for multifamily residential development or adopt fee transparency measures, including publicly available fee calculators.

Select Strategy Type (from above)	Strategy Description	Enter link to source document and description of where the document can be accessed.	Estimated Outcomes - Describe numerically in terms of increase in supply (number of units), timing (reduced number of days), development costs (reduced costs per unit), entitlement streamlining (reduced number of approvals), or funding (dollar value of incentives).

Local Workforce Development & Hiring Practices §107(i) - 2 Points

(1) Projects that implement at least one workforce development strategy - 2 points, Projects in which every AHSC project component cannot legally implement local hire or workforce development strategies must include an explanation detailing these barriers in order to receive full points.	# of Strategies	0
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Establishing a partnership with a community-based workforce development and job training entities that have a track record of success serving disadvantaged populations and/or have demonstrated a high job placement rate among trainees from disadvantaged communities

Quantitative Policy Scoring §107 PIN										
Partnerships with pre-apprenticeship programs, state certified community conservation corps programs, "earn-while-you-learn" programs, YouthBuild programs, and/or registered apprenticeship programs that lead to industry recognized credentials, certifications and/or references for long term employment and that have a track record of success in serving low income residents										
Partnerships with local Workforce Investment Board programs serving disadvantaged populations or individuals with barriers to employment										
Projects that have developed project labor, community workforce, or high-road agreements with targeted local hire specifications OR that are located in jurisdictions with local hire ordinances that directly apply to the proposed project										
FAAST File:	Workforce Development	Document which Applicant is responsible for the workforce development or hiring practice and include the name of the organization(s) they are partnering with, the demographic data on the population they serve, and a written agreement that details the partnership strategy or policy undertaken.						File Uploaded?		
Housing Affordability §107(j) - 5 Points Max										
Total AHD Units Restricted to Extremely Low Income (ELI) Households:		0	Total AHD Units:		0	ELI Restricted AHD Units as a % of Total AHD Units:		0%	0	
Programs §107(k) - 2 Points Max										
(1) AHSC Funded Eligible Program - 1 point										
Proposed Eligible Program:									0	
(2) Applicant Provided Program Documentation - 1 point (if Yes attach FAAST documentation)										
Program Operator will sustain the program beyond the term of the AHSC Program grant (three years)?									0	
FAAST File:	Program Continuation	Document showing how the Program Operator will sustain the program beyond the term of the AHSC Program grant (three years).						File Uploaded?		
Urban Greening §107(l) - 2 Points Max										
Urban Greening costs:	AHD:	\$0	HRI:	\$0	STI:	\$0	TRA:	\$0	Total Urban Green Costs:	\$0

Narrative-Based Scoring §107(m)(n)(o)(p) - 15 Points Max PIN			
For this section, applicants must include a PDF attachment of a write-up that addresses the following questions and prompts below and in the Guidelines. Please include the bolded headers listed below for each section of the write-up; the questions should not be re-stated in the write-up. The total write-up may not exceed six pages, not including required documentation, 11 point font minimum. Ensure that all relevant information for each section is included either in the response for that section, or the required documentation for that section.			
FAAST File:	Narrative	Provide a response to each prompt listed below. Each prompt is designated by *Narrative. The responses must be uploaded as a PDF and must not exceed 6 pages. See Narrative Scoring Rubric document for guidance in completing Narratives.	File Uploaded?
Collaboration & Planning - §107(m) - 4 Points			
(1) Local Planning Efforts *Narrative			
Identify what local planning efforts the project implements, and if applicable, describe what particular components of the project are derived from a local plan. Explain how local government agencies were involved in the process of creating the project. Refer to Section 107(m)(1) of the Guidelines for further guidance.			
FAAST File:	Local Planning Efforts	Indicate the applicable section or elements of the local planning document Project will implement.	File Uploaded?
(2) Housing and Transportation Collaboration *Narrative			
Describe the relationship between the joint-applicants or partners that worked together to create the proposed AHSC project. Explain the process involved in coming together to create a larger version for the Project Area (PAM). Describe the integration of housing, transportation, and urban greening infrastructure components in creating a cohesive Project.			
FAAST File:	Site Plan & Project Map	Provide a site plan and project area map (or context plan) detailing housing and transportation collaboration.	File Uploaded?
Community Benefits & Engagement - §107(n) - 6 Points			
(1) Community Engagement and Leadership *Narrative			
Describe how community-based organizations and local residents have been meaningfully involved in the visioning and development of this project. Explain in which stage(s) of the process community members and CBOs have been and will be engaged. Describe efforts to involve Disadvantaged and/or Low-Income Community residents, including how meetings were advertised and made accessible.			
FAAST File:	Community Tracker	Provide a completed AHSC Round 5 Community Engagement Tracker	File Uploaded?
(2) Addressing Community Needs *Narrative			
Demonstrate how the proposed AHSC project meets one or more identified community needs, articulating how these needs were identified (e.g. through the community engagement process, a local needs assessment, as part of a local health department plan or other city/county plan, etc.). Address community needs beyond the provisions of housing and transportation. For projects located in a Disadvantaged Community or Low-Income Community, applicants are also encouraged to cite top burdens from their CalEnviroScreen 3.0 score as community needs that their projects will address.			
FAAST File:	Community Needs	Letter of support from local community-based, grassroots organization describing the community engagement process and how feedback from local residents was incorporated into the project.	File Uploaded?
Community Climate Resiliency - §107(o) - 3 Points			
(1) Climate Adaptation Assessment Matrix			
Fill out the Climate Adaptation Assessment Matrix (link below) with climate projections for the listed impacts and with technical descriptions of adaptive measures to be employed. If the project is considering climate projections from data sources besides those listed below, state where the data are from and if they use different assumptions (e.g. time horizon).			
FAAST File:	Climate Matrix	AHSC Round 5 Climate Adaptation Assessment Matrix	File Uploaded?
(2) Climate Adaptation *Narrative			
Describe how the risk posed from changing climate conditions will be reduced by strategies listed in the Climate Adaptation Assessment Matrix. Consider the lifetime of Project elements, risks posed by changing climate conditions, and consequences of those risks (impacts to occupant health and safety, structural integrity, heating and cooling systems, etc.). If your local city or county has added adaptation measures to the General Plan or other local planning documents, describe how the Project conforms to the implementation of that plan (Government Code section 65302(g)(4)), requires cities and counties to incorporate climate considerations in the Safety Element of the General Plan or other local plan or document by January 1, 2022). Separate responses according to climate impacts.			
Community Air Pollution Exposure Mitigation §107(p) - 2 Points Max			
(1) Air Pollution Exposure Mitigation Strategies *Narrative			
Air Pollution Exposure Mitigation Strategies: Identify pollutants of concern and/or known sources of pollution affecting the Project Area. Report the PM2.5, Diesel PM, Toxic Releases to Air, and Traffic Density percentiles as described in CalEnviroScreen 3.0 for the census tract in which the project will be sited.* Describe how air pollution mitigation strategies are utilized in the design of the Project, how they were selected, and how they address pollution sources.			

AHSC Round 5 Document Checklist

AHSC - Supplemental Application Workbook			
Overview TAB			
	FAAST File:	Submitted	Comments
AB 1550			
Project Area Map			
Transit Service Map			
Transit Service Schedule			
MPO Support Doc			
SCS or Equiv Regional Plan			
Reloc Plan			
Hsng Element Letter			
Indian Tribe			
STI TRA Agrmnt			
Applicant Documents (if more than two applicants continue attachements as App3, App4, and App5)			
App1 Cert & Legal			
App2 Cert & Legal			
App1 Reso			
App2 Reso			
Resolutions***			
1. Entity Name (identity of the contracting party or borrower) and Entity Type (corporation, non-profit, for-profit, LLC, etc.).			
2. Name & Title of Signatory(ies)****			
NOTE: Name and title of authorized signatory(ies) is preferred. In instances pertaining to municipalities/jurisdictions/transit agencies (when title is acceptable), supporting documentation evidencing the individual who currently holds the position must be provided.			
3. NOFA Date.			
4. Language authorizing Signatory(ies) to sign Standard Agreement.			
5. Amendment Provision included.			
6. Aggregate dollar amount (should be equal to or greater than the requested/award amount), Loan Amount, and Grant amount, each to be listed in			
7. Person attesting validity of resolution (must be someone other than person authorized to sign Standard Agreement).			
8. The meeting date authorizing resolution.			
9. All votes taken at meeting authorizing resolution (ayes, no's, absent, vacant).			
10. Project name as it appears on AHSC application.			
* The General Partner and Limited Partner who are members of the Limited Partnership will also need to submit applicable organizational documents based on the type of entity they are.			
** Organizational documents for the manager of the LLC if an entity other than an individual.			
*** These are minimum requirements for a resolution. Updates can be requested once a review is completed.			
**** Ensure when identifying the Signatory(ies), if more than one is listed, that "and" or "or" is defined for individuals required to sign.			
App1 OrgDoc1			
App2 OrgDoc1			
Applicant Organizational Documents (submit documentation for each as App1, App2, etc..)			
Entity Type	FAAST File:	Submitted	Comments
Limited Partnership (L.P.)*			
Certificate of Limited Partnership (LP-1)	App1 OrgDoc1		
LP-2 (IF Applicable)	App1 OrgDoc2		
Loan Authorization	App1 OrgDoc3		
Certificate of Limited Partnership	App1 OrgDoc4		

AHSC Round 5 Document Checklist

Certificate of Standing from Secretary of State	App1 OrgDoc5		
Limited Partnership Agreement	App1 OrgDoc6		
All Amendements to Limited Partnership Agreement	App1 OrgDoc7		
Corporations	FAAST File:	Submitted	Comments
Articles of Incorporation, with all amendments	App1 OrgDoc1		
By-Laws, with all amendments	App1 OrgDoc2		
Certiificate of Status from Secretary of State	App1 OrgDoc3		
Evidence of tax-exempt status from FTB	App1 OrgDoc4		
Evidence of tax-exempt status from IRS	App1 OrgDoc5		
Limited Liability Company (LLC)**	FAAST File:	Submitted	Comments
LLC-1	App1 OrgDoc1		
Articles of Organization, with all amendments	App1 OrgDoc2		
Operating Agreement, with all amendments	App1 OrgDoc3		
Certificate of Status from Secretary of State	App1 OrgDoc4		
FAAST File:			
App1 OrgChart			
App2 OrgChart			
App1 Signature Block			
App2 Signature Block			
App1 Payee Data or TIN			
App2 Payee Data or TIN			
Development Team Documents			
Owner/Borrower Entity**	FAAST File:	Submitted	Comments
Certification & Legal Disclosure (wet signature required)	Owner Cert & Legal		
Resolutions	Owner Reso		
Organizational Documents (see above)	Owner OrgDoc		
Organizational Chart	Owner OrgChart		
Signature Block	Owner Signature Block		
Payee Data Record (STD 204) (wet signature required)	Owner Payee Data		
Managing General Partner**	FAAST File:	Submitted	Comments
Certification & Legal Disclosure (wet signature required)	MGP Cert & Legal		
Resolutions	MGP Reso		
Organizational Documents (see above)	MGP OrgDoc		
Organizational Chart	MGP OrgChart		
Signature Block	MGPSignature Block		

AHSC Round 5 Document Checklist

AHSC Round 5 Document Checklist			
Payee Data Record (STD 204) (wet signature required)	MGP Payee Data or TIN		
Administrative General Partner #1**	FAAST File:	Submitted	Comments
Certification & Legal Disclosure (wet signature required)	AGP Cert & Legal		
Resolutions	AGP Reso		
Organizational Documents (see above)	AGP OrgDoc		
Organizational Chart	AGP OrgChart		
Signature Block	AGP Signature Block		
Payee Data Record (STD 204) (wet signature required)	AGP Payee Data or TIN		
Administrative General Partner #2**	FAAST File:	Submitted	Comments
Certification & Legal Disclosure (wet signature required)	AGP2 Cert & Legal		
Resolutions	AGP2 Reso		
Organizational Documents (see above)	AGP2 OrgDoc		
Organizational Chart	AGP2 OrgChart		
Signature Block	AGP2 Signature Block		
Payee Data Record (STD 204) (wet signature required)	AGP2 Payee Data or TIN		
AHD-HRI TAB			
	FAAST File:	Submitted	Comments
Net Density Verification			
Cap Improvements Req			
SFH Lease Addendum			
AHD Environmental			
AHD Auth to Use Grant Funds			
AHD Market Study			
AHD Site Control			
AHD Preliminary Title Report			
Past Exp AHD1 (submit documentation for each as AHD1, AHD2, etc..)			
AHD No Ag			
AHD Ag Infill			
HRI Environmental			
HRI Auth to Use Grant Funds			
HRI Market Study			
HRI Site Control			
Past Exp HRI1 (submit documentation for each as HRI1, HRI2, etc..)			
HRI No Ag			

AHSC Round 5 Document Checklist

HRI Ag Infill		
HRI Local Approvals		
Article XXXIV Attorney Opinion		
Article XXXIV Authority		
Tax Credit Reservation		
AHD-HRI Dev Sources TAB		
FAAST File:	Submitted	Comments
EFC AHD HRI1 (submit documentation for each as HRI1, HRI2, etc..)		
AHD Units & Max Funds TAB		
FAAST File:	Submitted	Comments
Utility Allowance (substantiate amount used per local housing authority)		
STI TAB		
FAAST File:	Submitted	Comments
STI Cap Project Cost		
EFC STI1 (submit documentation for each as STI1, STI2, etc..)		
STI Environmental		
STI Auth to Use Grant Funds		
STI Site Control		
Past Exp STI1 (submit documentation for each as STI1, STI2, etc..)		
STI No Ag		
STI Ag Infill		
STI Local Approvals		
TRA TAB		
FAAST File:	Submitted	Comments
TRA Cap Project Cost		
EFC TRA1 (submit documentation for each as TRA1, TRA2, etc..)		
TRA Environmental		
TRA Auth to Use Grant Funds		
TRA Site Control		
Past Exp TRA1 (submit documentation for each as TRA1, TRA2, etc..)		
TRA No Ag		
TRA Ag Infill		
TRA Local Approvals		
PGM TAB		
FAAST File:	Submitted	Comments
EFC PGM1 (submit documentation for each as PGM1, PGM2, etc..)		
Quantitative Policy TAB		
FAAST File:	Submitted	Comments

AHSC Round 5 Document Checklist

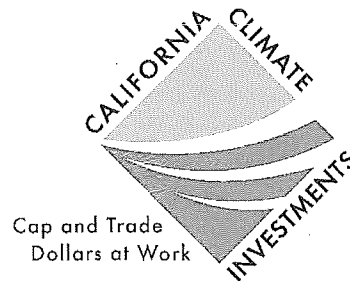
Bicycle Network Connectivity			
Safe Bicycle Routes			
Pedestrian Network Connectivity			
Safe Pedestrian Routes			
Green Building Status			
Energy Grid reductions			
GGRF Fund Evidence			
High Speed Rail Area			
Anti-Displacement Resident			
Anti-Displacement Business			
Workforce Development			
Program Continuation			
Narrative-Based Policy TAB			
FAAST File:	Submitted		Comments
Narrative			
Local Planning Efforts			
Site Plan & Project Map			
Community Tracker			
Community Needs			
Climate Matrix			
GHG & Co-Benefits Quantification			
Description	FAAST File:	Submitted	Comments
Completed AHSC Benefits Calculator Tool, with worksheets applicable to the project and all fields in the GHG Summary and Co-benefits Summary tabs populated. Click here for instructional video.	GHG Benefits Calculator Tool		
Documentation of affordable housing development inputs, including the following: - Number and type of dwelling units; - Number of affordable unit (per Guidelines definition); - Number of stories; and - Net density	GHG Affordable Housing		
Map documenting distance to central business district, determined using the CARB tool available at: www.arb.ca.gov/cc/capandtrade/auctionproceeds/kml/jobcentermap.htm	GHG Distance to CBD		
Documentation of mixed-use development inputs, including proposed uses and total areas of each type of space	GHG Mixed-Used Development		
Documentation of parking inputs, including the following: - Number of residential parking spaces; and - Calculations of unbundled monthly parking cost and on-street parking price increase	GHG Parking		

AHSC Round 5 Document Checklist

Documentation of transit subsidy program, including the following: - Number of dwelling units to receive transit subsidies; - Type and annual value of transit subsidies to residents; and - Number of years for which subsidies will be funded	GHG Transit Subsidy		
Project area map documenting the following: - Type and location of traffic calming measures; - Type, location, and length of bicycle and pedestrian facilities; and - Key destinations in ¼ and ½ mile buffers around each bicycle and pedestrian facility	GHG Project Area Map		
Documentation of average daily traffic for the street parallel to each proposed bicycle or pedestrian facility	GHG Average Daily Traffic		
Letter from bike share partner (on bike share organization letterhead and signed by bike share organization staff) documenting the following: - Calculations of number of bike share trips per year, bicycle energy use, and avg. cost per trip	GHG Bike Share		
Letter from transit agency partner (on transit agency letterhead and signed by transit agency staff) documenting the following for each new or expanded service or capital improvement: - Type of service, vehicle, fuel, and engine; - Days of operation; - Adjustment factor and length of average auto trip reduced, if different from default; - Tolls avoided & parking costs at transit facility; & - Calculations of increase in ridership & vehicle miles traveled or fuel consumption of transit vehicle	GHG Transit Component <i>(Submit documentation for each new or expanded service or capital improvement and number according to order on Transit Inputs tab)</i>		
Map documenting new or expanded transit routes or capital improvements	GHG Transit Map		
PVWatts Calculator results spreadsheet, generated via pvwatts.nrel.gov/	GHG PVWatts Results		
Documentation of solar PV system, including the following: - Number of solar PV panels; - Watts per panel; and - Size of any solar PV system required for the project by code	GHG Solar PV System		

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

ROUND 5
FY 2018-2019 PROGRAM GUIDELINES



CALIFORNIA STRATEGIC
GROWTH COUNCIL



October 31, 2019

Technical Amendment: 12/9/19

TABLE OF CONTENTS

Article I. AHSC General Overview.....	3
Section 100. Purpose and Scope	3
Section 101. AHSC Program Overview	4
Article II. Program Requirements and Procedures	6
Section 102. Eligible Projects	7
Section 103. Eligible Costs	9
Section 104. Assistance Terms and Limits	18
Section 105. Eligible Applicants.....	21
Section 106. Program Threshold Requirements	22
Section 107. Scoring Criteria	27
Section 108. Application Process	41
Article III. Legal and Reporting Requirements	45
Section 109. Legal Documents.....	45
Section 110. Reporting Requirements.....	49
Section 111. Performance Requirements.....	51
Section 112. Defaults and Cancellations	52
Section 113. Prevailing Wages.....	53
Appendix A. Definitions	54
Appendix B. Federally Recognized Indian Tribe Eligibility	65
Appendix C. Awardee Publicity Guidelines.....	67

Note: Defined terms are bolded throughout the document. Refer to Appendix A for complete definitions.

Article I. AHSC General Overview

Section 100. Purpose and Scope

- (a) The purpose of these Program Guidelines is to implement Division 44, Part 1 of the Public Resources Code (PRC) (commencing with Section 75200), which establishes the Affordable Housing and Sustainable Communities (AHSC) Program, hereinafter referred to as the **AHSC Program**.
- (b) The purpose of the **AHSC Program** is to reduce greenhouse gas (GHG) emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives, including the following:
 - (1) reducing air pollution;
 - (2) improving conditions in disadvantaged communities;
 - (3) supporting or improving public health and other co-benefits as defined in Section 39712 of the Health and Safety Code;
 - (4) improving connectivity and accessibility to jobs, housing, and services;
 - (5) increasing options for mobility, including the implementation of the Active Transportation Program established pursuant to Section 2380 of the Streets and Highway Code;
 - (6) increasing transit ridership;
 - (7) preserving and developing affordable housing for lower income households, as defined in Section 50079.5 of the Health and Safety Code; and
 - (8) protecting agricultural lands to support infill development.

Section 101. AHSC Program Overview

The **AHSC Program** furthers the purposes of **AB 32** (Chapter 488, Statutes 2006) and **SB 375** (Chapter 728, Statutes, 2008) by investing in projects that reduce GHG emissions by supporting more compact, infill development patterns, encouraging active transportation and transit usage, and protecting agricultural land from sprawl development. The Greenhouse Gas Reduction Fund (GGRF), an account established to receive proceeds from Cap-and-Trade auctions, provides funding for the **AHSC Program**. The Cap-and-Trade Program, a key strategy for achieving the GHG emission reduction goals of AB 32, issues a limited number of GHG emissions permits (called allowances) each year. A portion of these allowances can be purchased from the State at quarterly auctions, thereby generating auction proceeds. These State auction proceeds are then deposited in the GGRF, where they become available for appropriation by the Legislature to further the purposes of AB 32.

The **AHSC Program** is administered by the **Strategic Growth Council (Council)**. The **Department of Housing and Community Development (Department)** will implement the transportation, housing and infrastructure components of the **AHSC Program**. The **Council** staff will coordinate efforts with **Department** staff, working with the **California Air Resources Board (CARB)** and the **Council** to administer the broader **AHSC Program**, including developing program guidelines, evaluating applications, preparing agreements, monitoring agreement implementation, and program reporting.

- The **Council** will coordinate with **CARB** to develop and incorporate consistent guidance in the following areas, which will apply to all GGRF programs, including the **AHSC Program**:
- Expenditure records to ensure investments further the goals of AB 32.
- SB 535 (Chapter 830, Statutes 2012) and AB 1550 requirements to maximize benefits to **Disadvantaged Communities, Low-Income Communities, and Low-Income Households**.
- Consistent methodologies for quantifying GHG reductions and other economic, environmental and public health co-benefits.
- Project tracking and reporting.

The **AHSC Program** provides grants and/or loans to projects that achieve GHG emission reductions and benefit **Disadvantaged Communities, Low-Income Communities, and Low-Income Households** through increasing accessibility of affordable housing, employment centers and **Key Destinations** via low-carbon transportation resulting in fewer vehicle miles traveled (VMT) through shortened or reduced vehicle trip length or mode shift to transit, bicycling or walking. Three **Project Area** types have been identified to implement this strategy: 1) Transit Oriented Development (TOD) Project Areas, or 2) Integrated Connectivity Project (ICP) Project Areas, or 3) Rural Innovation Project Areas (RIPA).

AHSC awards funds will be allocated through a competitive process, based on the merits of applications submitted and the proposed use of funds within the identified **Project Area**. The threshold requirements and application selection criteria focus on the extent to which developments realize the **AHSC Program's** objectives of reducing GHG emissions,

benefiting **Disadvantaged Communities, Low-Income Communities, and Low-Income Households**, providing affordable housing, demonstrating project readiness, and meeting other policy considerations.

Disadvantaged Community Benefits

In June 2018, using the updated results from CalEnviroScreen 3.0, the California Environmental Protection Agency (CalEPA) identified **Disadvantaged Communities** to include census tracts that fall within the top 25 percent of CalEnviroScreen 3.0, plus an additional 22 census tracts that score in the highest 5 percent of CalEnviroScreen's Pollution Burden but do not have an overall CalEnviroScreen score because of unreliable socioeconomic or health data. AB 1550 has also created investment requirements for **Low-Income Communities** and **Low-Income Households**. In July 2018, CARB approved the *Funding Guidelines for Agencies Administering California Climate Investments* that will provide criteria to evaluate whether a project provides a benefit to a **Disadvantaged Community, Low-Income Community, or Low-Income Household**. These guidelines can be found here: www.arb.ca.gov/ccifundingguidelines.

A **Project** that is located in and provides benefits to a **Disadvantaged Community, Low-Income Community, or Low-Income Households** may receive priority for funding in order to meet the AHSC Program **Disadvantaged Community and Low-Income Community** funding requirements. All applicants must evaluate the criteria for demonstrating a benefit to **Priority Populations** as part of the application, and, if applicable, demonstrate in the application how the **Capital Project or Program Costs** within the **Project** meets one of the criteria.

Article II. Program Requirements and Procedures

Figure 1: AHSC Program Summary

Project Area Types	Transit Oriented Development (TOD) Project Area	Integrated Connectivity Project (ICP) Project Area	Rural Innovation Project Area (RIPA)
Transit Requirements (All Project Areas) §102	<ul style="list-style-type: none"> ▪ MUST include Qualifying Transit ▪ Qualifying Transit includes various forms of Rail Service, Bus Service and Flexible Transit Service. ▪ All Project Areas MUST also include a Transit Station/Stop, served by at least one Qualifying Transit line departing two or more times during Peak Hours (unless it is Flexible Transit Service). <p style="text-align: center;"><i>Note: ICP/RIPA projects that propose addition of High Quality Transit will remain eligible as an ICP/RIPA.</i></p>		
Project Area Specific Transit Requirements §102	<ul style="list-style-type: none"> ▪ MUST be served by High Quality Transit ▪ Headway frequency of 15 minutes or less during Peak Hours ▪ Must operate on a railway or be a Bus Rapid Transit (BRT) service that either fully or partially operates on a dedicated bus-only lanes 	<ul style="list-style-type: none"> ▪ CANNOT be served by High Quality Transit 	<ul style="list-style-type: none"> ▪ CANNOT be served by High Quality Transit ▪ MUST be located within a Rural Area
Required AHSC Funded Components §102 & §103	<ul style="list-style-type: none"> ▪ At least fifty (50) percent of AHSC Program funds MUST be used for Affordable Housing (which includes Affordable Housing Developments or Housing Related Infrastructure) AND ▪ At least one other type of Eligible Capital Project or Program Cost 	<ul style="list-style-type: none"> ▪ At least fifty (50) percent of AHSC Program funds MUST be used for Affordable Housing (which includes Affordable Housing Developments or Housing Related Infrastructure) ▪ AHSC Program funds MUST be used for Sustainable Transportation Infrastructure AND Affordable Housing (which includes Affordable Housing Developments or Housing Related Infrastructure) 	
Eligible Capital Projects or Program Costs §103	<ul style="list-style-type: none"> ▪ Affordable Housing Developments (AHD) ▪ Housing Related Infrastructure (HRI) ▪ Sustainable Transportation Infrastructure (STI) ▪ Transportation-Related Amenities (TRA) ▪ Programs (PGM) 		
Affordable Housing Development Requirements §103	Affordable Housing Developments may be: <ul style="list-style-type: none"> ▪ New construction ▪ Acquisition and Substantial Rehabilitation including preservation of affordable housing at-risk ▪ Conversion of one or more nonresidential structures to residential dwelling units 		
Funds Available §108	Target 35 percent of available funds to TOD Project Areas	Target 45 percent of available funds to ICP Project Areas	Target 10 percent of available funds to RIPAs
	Target a project from a Federally Recognized Indian Tribe, an eligible entity having co-ownership with a Federally Recognized Indian Tribe, or an eligible entity established by a Federally Recognized Indian Tribe to undertake Tribal housing projects		
Project Awards §104	All Project Area Types are subject to the following minimum and maximum award amounts: Maximum: \$30 Million Minimum: \$1 Million		
Statutory Funding Set-asides §108	<ul style="list-style-type: none"> ▪ 50 percent of the AHSC Program expenditures shall be for Affordable Housing (Health & Safety Code § 39719(a)(1)(C)) ▪ 50 percent of AHSC Program expenditures shall be for projects benefitting Disadvantaged Communities (Public Resources Code § 75214) <p style="text-align: center;"><i>Note: A single project can address both set-asides above, and are not mutually exclusive.</i></p>		

Section 102. Eligible Projects

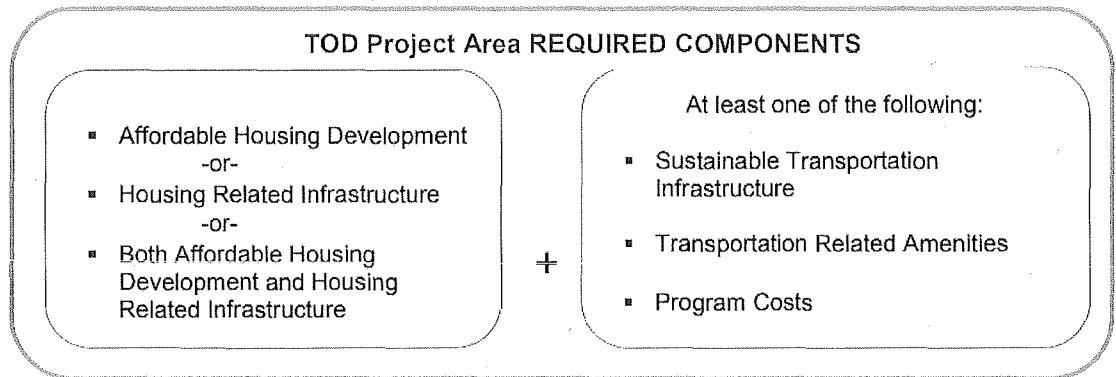
The **AHSC Program** is designed to implement GHG emissions reductions through a reduction of vehicle miles travelled (VMT), or fewer and shorter auto-trips. The **AHSC Program** will fund integrated land use and transportation projects supporting low-carbon transportation options. Promoting mode shift to low-carbon transportation will require strategies that link residential areas, major employment centers and other **Key Destinations** to accessible, reliable, affordable, safe and comfortable transit and active transportation options.

- (a) All applicants are required to define a **Project Area**. The **Project Area** is the area which encompasses transit, housing and destinations and is the area in which **AHSC Program** funds will be invested. Each **Project Area** must:
 - (1) Be a contiguous area included within a distinct planning area in a local or regional planning document(s) or transit service area
 - (2) Include at least one **Transit Station/Stop** consistent with the requirements set forth in (c) or (d) below; and
 - (3) Be of a defined size consistent with one of the following:
 - (A) For **Project Areas** with fixed transit routes, the defined **Project Area** may not exceed a one (1) mile radius from the identified **Transit Station/Stop**.
 - (B) For **Project Areas** with **Flexible Transit Service** routes, the defined **Project Area** must be defined based on the identified service area of the transit line.
 - (C) For **Project Areas** which include a **Transit Corridor** or bicycle network or both, the defined **Project Area** must be identified in a plan, i.e. general plan, bicycle master plan or transit corridor implementation plan.
- (b) The **AHSC Program** includes three eligible **Project Area** types as defined below:
 - (1) Transit Oriented Development (TOD) **Project Areas**,
 - (2) Integrated Connectivity Project (ICP) **Project Areas**, and
 - (3) Rural Innovation **Project Areas** (RIPA).

All projects regardless of **Project Area** type must demonstrate VMT reduction through fewer or shorter vehicle trips or incentivize mode shift to transit use, bicycling or walking within transit areas, with an emphasis on integration of or development of affordable housing, and with an emphasis on providing **Disadvantaged Community** or **Low-Income Community** benefits. There are several differentiating requirements between each **Project Area** type, as described below.

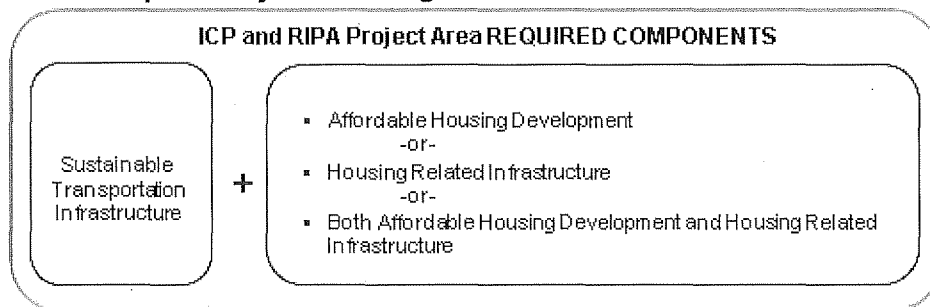
- (c) **TOD Project Areas** must demonstrate ALL of the following:

- (1) Include at least one (1) **Transit Station/Stop** served by **High Quality Transit** at the time of application submittal;
- (2) Include an **Affordable Housing Development** located no farther than one-half mile from a **Transit Station/Stop** served by High Quality Transit. While the TOD Project Area must include an **Affordable Housing Development**, it may be funded from sources other than the AHSC Program but must meet the requirements of Section 103 (a)(1)(A) through (C); and
- (3) Include **Capital Projects** or **Program Costs** as follows:



(d) **ICP Project Areas** must meet all of the following:

- (1) Include at least one (1) **Transit Station/Stop**
- (2) Include an **Affordable Housing Development** served by at least one (1) mode of **Qualifying Transit** that does not meet the requirements of **High Quality Transit** at the time of application submittal; and
- (3) Include **Capital Projects** or **Program Costs** as follows:



Affordable Housing Developments must be located within one-half mile of a **Transit Station/Stop** by the time a certificate of occupancy is provided.

(e) **RIPAs** must meet all the requirements detailed in Section 102(d) above for an **ICP Project Area** and must be located within a **Rural Area**.

Section 103. Eligible Costs

The **AHSC Program** funds **Capital Projects** and eligible **Program Costs** within TOD, ICP and RIPA **Project Areas** consistent with requirements of Section 102(c),(d) and (e) as follows:

Figure 2 Eligible Capital Projects and Program Costs	
Eligible Capital Projects	
<ul style="list-style-type: none"> ▪ Affordable Housing Development (AHD) ▪ Housing-Related Infrastructure (HRI) ▪ Sustainable Transportation Infrastructure (STI) ▪ Transportation-Related Amenities (TRA) 	
Eligible Program Costs (PGM)	
<ul style="list-style-type: none"> ▪ Active Transportation Programs ▪ Transit Ridership Programs ▪ Criteria Air Pollutant Programs ▪ Workforce Development Programs ▪ Car Share Programs 	

Note: Each Capital Project or Program Cost must be unique to a single application and cannot be split over multiple applications.

Examples of **Eligible Costs** within each category of eligible **Capital Projects** and **Program Costs** are identified in Figure 3 below:

Figure 3: Eligible Cost Examples	AHD/ HRI	STI	TRA	PGM
Construction or Substantial Rehabilitation of affordable housing	X			
Installation of new or improved walkways that improve mobility and access of pedestrians		X		
Installation of new or improved bikeways that improve mobility and access of cyclists		X		
Installation of new or improved pedestrian crossings or over-crossings		X		
Non-capacity increasing streetscape improvements, including, but not limited to the installation of lighting, signage, or other related amenities for pedestrians, cyclists and transit riders			X	
Street crossing enhancements including installation of accessible pedestrian signals		X		
Traffic calming projects including development of curb extensions, roundabouts, median islands, "road diets," lane narrowing projects		X		
Signage and way-finding markers			X	
Installation of traffic control devices to improve safety of pedestrians and bicyclists		X		

Figure 3 (continued): Eligible Cost Examples	AHD/ HRI	STI	TRA	PGM
Street furniture (e.g. benches, shade structures, etc.)			X	
Bicycle repair kiosks			X	
Publicly accessible bicycle parking			X	
Bike sharing infrastructure and fleet		X		
Bicycle carrying structures on public transit			X	
Development of a dedicated bus lanes as part of a BRT project		X		
Development and/or improvement of transit facilities or stations		X	X	
Transit related equipment to increase service or reliability		X		
Transit Signal Priority technology systems		X		
Real-time arrival/departure information systems			X	
Installation of at-grade boarding infrastructure		X		
Development or improvement of shelters or waiting areas at transit station/stops			X	
Transit ticket machine purchase or improvements			X	
Transit passenger amenities - e.g. Wi-Fi access			X	
Transit Vehicle Procurement for service expansion		X		
Transit Operations for service expansion		X		
Station area signage			X	
Energy Efficiency and Renewable Energy	X	X	X	
Open Network or transit vehicle only ZEV Charging Infrastructure	X	X	X	
Water Efficiency	X	X	X	
Urban Greening	X	X	X	
Pedestrian and bicycle safety education programs				X
Development and publishing of community walking and biking maps, including school route/travel plans				X
Development and implementation of "walking school bus" or "bike train" programs				X
School crossing guard training programs				X
Bicycle clinics				X
Public outreach efforts to increase awareness and understand the needs of active transportation users				X
Bike sharing program operations				X
Ride and/or car share programs				X
Transit subsidy programs				X
Education and marketing of transit subsidy programs				X
Transportation Demand Management (TDM) programs				X
Air pollution exposure reduction program				X
Workforce development partnerships				X

(a) **Capital Projects**

(1) **Affordable Housing Development Capital Projects**

(A) **Affordable Housing Development Capital Projects** must:

- (i) Consist of one or more of the following:
 - a. New Construction
 - b. Acquisition and **Substantial Rehabilitation** (including preservation of affordable housing at-risk of conversion to market rate). The acquisition must be made through a bona fide sale or transfer from the existing ownership entity to the new ownership entity comprised of a completely disparate ownership structure, which contains no common entity interest at any level of the organizational structure.
 - c. Conversion of one or more nonresidential structures to residential dwelling units;

*Note: Re-syndication of an **Affordable Housing Development** is not an eligible **Capital Project**.*

- (ii) Be located within one-half (½) mile from a **Transit Station/Stop** that meets the **Project Area** transit requirements as defined in Section 102(c) or (d). The one-half (½) mile is to be measured from the nearest boarding point of the **Transit Station/Stop** to the entrance of the residential structure in the **Affordable Housing Development** furthest from the **Transit Station/Stop** along a walkable route. The walkable route, after completion of the proposed **Project**, shall be free of negative environmental conditions that deter pedestrian circulation such as barriers, stretches without sidewalks or walking paths, noisy vehicular tunnels, streets, arterials or highways without regulated crossings that facilitate pedestrian movement, minimize stretches without shade or cover, or stretches without lighted streets;
- (iii) Rental **Affordable Housing Developments** must include at least 20 percent of the total residential units as **Affordable Units** with an overall **Project** average affordability of all **Restricted Units** within the **Project** no greater than 50 percent represented by **Area Median Income (AMI)**. Average affordability means the total number of **Restricted Units** multiplied by each restricted affordability level divided by the total **Restricted Units**. For example, for a 30 unit project with 10 units restricted to 40 percent and 10 units restricted to 60 percent AMI the calculation of the average affordability would be as follows:

10 units @ 40% AMI → 10 x 40 = 400
 10 units @ 60% AMI → 10 x 60 = 600
 400 + 600 = 1000
 1000/ 20 total restricted units = average affordability of 50%

Homeownership **Affordable Housing Developments** must include at least 20 percent of the total residential units as Affordable Units with an overall **Project** average affordability of all **Restricted Units** within the **Project** no greater than 80 percent represented by **Area Median Income (AMI)**.

and;

- (iv) Have a minimum **Net Density**, upon completion of the **Affordable Housing Development**, not less than that shown on the following table:

Figure 4: Minimum Net Density Requirements		
Project Area Type	Residential only Projects	Mixed-Use Projects (Floor Area Ratio)
TOD	30 units per acre	>2.0
ICP	20 units per acre	>1.5
RIPA	15 units per acre	>0.75

- a. Mixed-use **Affordable Housing Developments** may demonstrate consistency with the **Net Density** requirements through either the unit per acre or **Floor Area Ratio** requirements detailed in Figure 4.
- b. Acquisition and **Substantial Rehabilitation** (including preservation of affordable housing at-risk of conversion to market rate housing) are exempt from the above minimum density requirements but shall not result in fewer units or lower percentage of total affordability than currently exists except where reductions in unit count are required to meet building code requirements.
- (v) Must supply at least one (1) **Secure Overnight Bicycle Parking** spot for every two residential units that is not publicly accessible and is completely enclosed. Bicycle parking at the **Affordable Housing Development** will be considered an eligible cost but may not be used to meet required **Project Area** components as outlined in Section 102.

(B) **Affordable Housing Development Capital Projects** may:

- (i) Include residential units that are rental or owner-occupied, or a combination of both;

- (ii) Consist of scattered sites constituting a single, integrated **Affordable Housing Development** that meets the requirements set forth by Section 8303(b) of the Uniform Multifamily Regulations (UMRs); or
 - (iii) Include nonresidential uses that are compatible under local zoning.
- (C) Eligible costs for **Affordable Housing Development Capital Projects** are limited to:
- (i) Costs for a **Housing Development**, as specified in Section 7304(a) and (b) of the MHP Guidelines dated June 19, 2019 (MHP Guidelines). Section 7304(b)(10) the reasonable developer fee subject to the provisions of Section 7305, must be calculated as applicable using the **TCAC** Regulations dated February 27, 2019.
 - (ii) Soft costs such as those incidentally but directly related to construction or other pre-development components including, but not limited to, planning, engineering, construction management, architectural, and other design work, required mitigation expenses, appraisals, legal expenses, and necessary easements. Soft costs shall not exceed 10 percent of total **AHSC Program** award.
 - (iii) Each AHSC application may budget up to 2 percent of their total funding request for **Employment Benefits and Outcomes Reporting**. This amount will scale with the size of the Applicant's funding request. Applicants should consider the size of their loan and grant funded project components when allocating this item into capital cost budgets. **Employment Benefits and Outcomes Reporting** costs are not included within the soft costs cap.
- (D) **Affordable Housing Development** and **Housing Related Infrastructure Capital Projects** must comprise *at least* fifty (50) percent of total AHSC funds requested.
- (E) A single **Affordable Housing Development Capital Project** may not include more than one **Affordable Housing Development**, nor may it include an **Affordable Housing Development** that contains multiple development sites when one development site is receiving four percent low-income housing tax credits, and another is receiving nine percent low-income housing tax credits. An application proposing an **Affordable Housing Development** with both four percent low-income housing tax credits and nine percent low-income housing tax credits will be disqualified on the grounds that it is not proposing a **Project** within the meaning and design of the **AHSC Program**. To the extent such tax credit scenarios are contemplated, they shall constitute two separate and independent **Projects**, each of which must submit an entirely separate application and qualify independently of the other.

(2) **Housing-Related Infrastructure Capital Projects**

- (A) Eligible costs for **Housing-Related Infrastructure Capital Projects** are limited to:
- (i) Capital improvements required by a **Locality**, transit agency, or special district as a condition to the approval of the **Affordable Housing Development**.
 - (ii) Soft costs such as those incidentally but directly related to construction or other pre-development components including, but not limited to, planning, engineering, construction management, architectural, and other design work; required mitigation expenses, appraisals, legal expenses, and necessary easements. Soft costs shall not exceed 10 percent of total **AHSC Program** award.
 - (iii) Each AHSC application may budget up to 2 percent of their total funding request for **Employment Benefits and Outcomes Reporting**. This amount will scale with the size of the Applicant's funding request. Applicants should consider the size of their loan and grant funded project components when allocating this item into capital cost budgets. **Employment Benefits and Outcomes Reporting** costs are not included within the soft costs cap.
 - (iv) Required environmental remediation necessary for the **Capital Project** where the cost of the remediation does not exceed 50 percent of **AHSC Program** grant funds.
 - (v) Real property acquisition of the **Housing-Related Infrastructure** project site and associated fees and costs (not to exceed 10 percent of the total **AHSC Program** award). Real estate commissions for purchase or acquisition are not an eligible expenditure.
 - (vi) Impact fees required by local ordinance are eligible for funding only if used for the identified eligible **Capital Project** not to exceed 15 percent of the **AHSC Program** award up to \$300,000.
- (B) **Affordable Housing Development** and **Housing Related Infrastructure Capital Projects** must comprise *at least* fifty (50) percent of total AHSC funds requested.
- (3) **Sustainable Transportation Infrastructure Capital Projects** (including **Active Transportation** and transit infrastructure)
- (A) Eligible costs for **Sustainable Transportation Infrastructure Capital Projects** are limited to:
- (i) Capital improvements that result in the improvement or addition of infrastructure that encourages mode-shift by enhancing: 1) public transit access; 2) pedestrian network; or 3) bicycle network (includes public bike-share infrastructure and fleet) within the defined **Project**

Area meeting the transit requirements detailed in Section 102 (c) or (d).

- (ii) Soft costs such as those incidentally but directly related to construction or project plans, specifications and estimates including, but not limited to, planning, engineering, construction management, architectural, and other design work, environmental impact reports and assessments, appraisals, legal expenses, and necessary easements. Soft costs shall not exceed 30 percent of total **AHSC Program** award.
- (iii) Each AHSC application may budget up to 2 percent of their total funding request for **Employment Benefits and Outcomes Reporting**. This amount will scale with the size of the Applicant's funding request. Applicants should consider the size of their loan and grant funded project components when allocating this item into capital cost budgets. **Employment Benefits and Outcomes Reporting** are not included within the soft costs cap.
- (iv) **Activity Delivery Costs** that are associated with the implementation of the **Capital Project** not to exceed 10 percent of the costs associated with the **Capital Project**.
- (v) Operations expenditures for up to 2 years that directly expand transit service by supporting new or expanded routes and may include wages, fueling, maintenance, and other costs to operate those services.
- (vi) Other **Capital Project** costs required as a condition of local approval for the **Capital Project**, as approved by the **Department**.

- (B) The total combined grant amount for **Sustainable Transportation Infrastructure Capital Projects** and **Transportation-Related Amenities Capital Projects** within a **Project Area** shall not exceed \$10,000,000.

(4) **Transportation-Related Amenities Capital Projects**

- (A) **Transportation-Related Amenities** must be publicly accessible.
- (B) Eligible costs for **Transportation-Related Amenities Capital Projects** are limited to:
 - (i) Capital improvements that are publicly accessible and provide supportive amenities to cyclists, pedestrians, and transit riders (i.e. bike parking, bus shelter, benches, street trees, etc.) within the defined **Project Area** meeting the transit requirements detailed in Section 102 (c) or (d).
 - (ii) Soft costs such as those incidentally but directly related to construction project plans, specifications and estimates including,

but not limited to, planning, engineering, construction management, architectural, and other design work, environmental impact reports and assessments, appraisals, legal expenses, and necessary easements. Soft costs shall not exceed 10 percent of total **AHSC Program** award.

- (iii) Each AHSC application may budget up to 2 percent of their total funding request for **Employment Benefits and Outcomes Reporting**. This amount will scale with the size of the Applicant's funding request. Applicants should consider the size of their loan and grant funded project components when allocating this item into capital cost budgets. **Employment Benefits and Outcomes Reporting** costs are not included within the soft costs cap.
- (iv) **Activity Delivery Costs** that are associated with the implementation of the **Capital Project** not to exceed 10 percent of the costs associated with the **Capital Project**.
- (v) Other **Capital Project** costs required as a condition of local approval for the **Capital Project**, as approved by the **Department**.

(C) The total combined grant amount for **Sustainable Transportation Infrastructure Capital Projects** and **Transportation-Related Amenities Capital Projects** within a **Project Area** shall not exceed \$10,000,000.

(b) **Program Costs**

- (1) **Program Costs** include those costs typically associated with 1) program creation, or 2) expansion of existing programs to serve new populations or offer new program service and implementation. Eligible costs may include operational costs for programs for the term of the grant (3 years). Programs include education, outreach and training programs for **Active Transportation** or transit ridership; air pollution exposure reduction; workforce development partnerships; and outreach, education, and subsidy to low-income residents for **ZEV** car sharing.
- (2) The total grant amount for **Program Costs** within a **Project Area** shall not exceed 30 percent of the funding request for the overall **Project** up to \$500,000. Costs incurred for required transit passes or cards described in Section 106 (4) will not contribute to this cap.

(c) Ineligible costs include all of the following:

- (1) Costs are not eligible for funding if there is another feasible, available source of committed funding for the **Project** portion thereof to be funded by the **AHSC Program** or if the cost is incurred prior to **AHSC Program** award;
- (2) Routine maintenance or operations of transportation infrastructure including the general transit fleet, not including AHSC funded transit service expansion;

- (3) In lieu fees for local inclusionary housing programs;
- (4) Ongoing operational costs beyond the term of the grant (three years) for **Program Costs**; and
- (5) Costs associated with automobile or motorcycle parking (excluding electric vehicle charging infrastructure).

Section 104. Assistance Terms and Limits

- (a) The maximum **AHSC Program** loan or grant award, or combination thereof, for a TOD, ICP and RIPA **Project Area** is \$30 million with a minimum award of \$1 million.
- (b) Loans for rental **Affordable Housing Developments**, or the rental portions of an **Affordable Housing Development**, are subject to the following terms:
 - (1) **AHSC Program** funds will be provided as a loan for permanent financing by the **Department** to the owner of the **Affordable Housing Development**, with the same terms as the **Department's MHP** Program financing as set forth in Section 7308 of the MHP Guidelines.
 - (2) The maximum loan amount shall be calculated pursuant to Section 7307 of the **MHP Guidelines** based on the number of **Restricted Units** in the **Affordable Housing Development**, affordability, unit sizes, and location in addition to the base amount for loan calculation as follows: \$95,000 for projects receiving 9 percent tax credits and \$175,000 for projects not receiving 9 percent tax credits. A manager's unit will be considered to be a Restricted Unit for the purpose of allocating **Affordable Housing Development** costs and may qualify for a loan amount up to the amount applicable to the 60 percent AMI level.
 - (3) Unless contradictory to any other provision expressly set forth herein, the currently adopted and applicable UMRs as may be amended from time to time, all as set forth in the **CCR**, Title 25, commencing with Section 8300 ("UMRs") are hereby incorporated by reference in their totality into these Guidelines.
 - (4) Use of multiple **Department** funding sources on the same Assisted Units (subsidy stacking) is prohibited. "**Department** funding sources" shall mean loan or grant funds awarded for permanent funding of development costs (which shall not include funds specifically designated for capitalized operating or operating subsidy reserves) under the following programs:
 - (A) Supportive Housing Multifamily Housing program;
 - (B) **MHP**
 - (C) Veterans Housing and Homelessness Prevention program;
 - (D) No Place Like Home Program, including funds awarded either by the Department or an Alternative Process County;
 - (E) Affordable Housing and Sustainable Communities program - Affordable Housing Development loans, but not grants for Housing Related Infrastructure, Sustainable Transportation Infrastructure, Transportation Related amenities or Program Costs, all as defined in the program guidelines;

- (F) Transit Oriented Development program – rental housing development loans, but not grants for infrastructure;
 - (G) Joe Serna, Junior Farmworker Housing Grant program;
 - (H) SB 2 Farmworker Housing Program;
 - (I) Housing for a Healthy California program, including funds awarded either by the Department of Housing and Community Development or a county.
- (c) Grants shall be subject to the following terms:
- (1) The applicant must demonstrate that the grant will not result in a profit that exceeds the commercially reasonable range for other developments of similar size and level of risk.
 - (2) **AHSC Program** grant funds will be disbursed as reimbursed progress payments for eligible costs incurred after the execution of the Standard Agreement in the amount not to exceed the **AHSC Program** award of funds. Costs incurred prior to execution of the Standard Agreement are not eligible for reimbursement.
 - (3) If the **Capital Project** grant includes multiple phases or developments, all entitlements and construction funding commitments for the first phase must be received prior to the initial disbursement of AHSC funds.
 - (4) For **Housing-Related Infrastructure Capital Project** grants:
 - (A) The total **Housing-Related Infrastructure Capital Project** grant amount is \$35,000 per residential unit in the proposed **Affordable Housing Development**, or \$50,000 per **Restricted Unit**.
 - (B) Conditions precedent to the first disbursement of **AHSC Program** funds shall include receipt of all required public agency entitlements and all construction funding commitments for the **Affordable Housing Development** supported by the **Housing-Related Infrastructure Capital Project**.
 - (C) Rental **Affordable Housing Developments** supported by the **Housing-Related Infrastructure Capital Project** shall be subject to a recorded covenant ensuring affordability for duration of at least 55 years, recorded on the fee interest of the real property on which the rental **Affordable Housing Development** is to be located.
 - (D) Homeownership **Affordable Housing Developments** supported by the **Housing-Related Infrastructure Capital Project** shall be subject to a recorded covenant with a duration of at least 30 years that includes either a resale restriction or equity sharing upon resale, recorded on the fee interest of the real property on which the homeownership **Affordable Housing Development** is to be located.

- (E) For homeownership **Affordable Housing Developments, AHSC Program** assistance will be provided in the form of a grant from the **Department** to a **Locality** or **Developer**. It will be disbursed as reimbursed progress payments for **Eligible Costs** incurred for the construction of **Housing Related Infrastructure** required as a condition of approval of the homeownership **Affordable Housing Development**, made available for sale to qualified first-time homebuyers. The total first-time homebuyer grant amount is \$50,000 per **Restricted Unit**. Prior to any disbursement, an affordability covenant will be recorded against the fee interest in the property of the **Affordable Housing Development**. At the time of sale of the **Restricted Unit** to a qualified first-time homebuyer, either the affordability covenant or a resale restriction will be recorded against the **Restricted Unit** for a period of not less than 30 years from the date of recordation.

Section 105. Eligible Applicants

(a) Eligible Applicants

- (1) Eligible applicant entities shall include any of the following:
 - (A) A **Locality**, public housing authority, redevelopment successor agency, transit agency or transit operator, Regional Transportation Planning Agency (RTPA), local Transportation Commission, Congestion Management Agency, Joint Powers Authority (JPA), school district, facilities district, University or Community College District.
 - (i) For **STI** or **TRA** components only, an applicant may provide an executed agreement with a specific **Locality** or transportation agency non-applicant for the completion of the **STI** or **TRA** components of the AHSC Project for which funding is sought.
 - (B) A **Developer** or **Program Operator**.
 - (C) A **Federally Recognized Indian Tribe** whose **Project** meets requirements listed in detail in Appendix B.
- (2) A special purpose entity formed and controlled by the **Developer**, and which will serve as the ultimate borrower of AHSC loan funds, is not an **Eligible Applicant**. A special purpose entity ultimate borrower may be listed on the AHSC Program application in the appropriate, designated fields for listing such a borrower entity.
- (3) Where a **Public Agency** has a real property interest in the proposed **Project**, the application must include the **Public Agency** as a joint applicant or otherwise include a commitment to enter into a contractual agreement to develop the **Project**, if it is awarded.
- (4) Joint applicants for the **Project** will be held jointly and severally liable for the completion of the **Project**.
 - (A) A **Recipient** of **Department** funds must remain liable for performing all requirements of the award of funds as set forth in the Standard Agreement. Where there are multiple **Recipients**, all such **Recipients** must remain jointly and severally liable to the **Department** for that performance. Notwithstanding the foregoing, **Recipients** may indemnify each other by entering into agreements with one another as to particular portions of the award. In no event will any such agreement alter, amend, or revoke each individual **Recipient's** obligations to the Department, including the joint and several liability.

Section 106. Program Threshold Requirements

(a) Application Threshold Requirements

In addition to requirements detailed in Sections 102 through 105, to be eligible for **AHSC Program** funding, an application shall demonstrate to the **Department** all of the following:

- (1) The proposed **Project** will achieve a reduction in GHG emissions through fewer vehicle miles travelled (VMT), pursuant to the most recent **AHSC Program** Quantification Methodology, available on the California Air Resources Board's Climate Change Investments (CCI) Quantification, Benefits and Reporting Materials webpage (www.arb.ca.gov/cci-resources). This must be evidenced by completed GHG Benefits Calculator tool, described in the AHSC Application, displaying VMT and GHG reductions for each **Project** component.
- (2) The proposed **Project** supports the implementation of the applicable Sustainable Community Strategy (SCS), as confirmed by the Metropolitan Planning Organization (MPO), or similar sustainable planning document in non-MPO regions, as allowed by SB 862 (Chapter 36, Statutes of 2014). The application must be consistent with activities or strategies identified in the regional SCS, or similar planning document that demonstrate a per capita reduction in VMT and GHG.
- (3) The proposed **Project** must be consistent with the State Planning Priorities established pursuant to Section 65041.1 of the Government Code.
- (4) All proposed **Affordable Housing Developments** must provide free transit passes, reloadable transit cards, or discounted passes priced at no more than half of retail cost. At least one (1) pass or card shall be made available for each Restricted Unit for at least 3 years. The card or pass should have a minimum value of 40 average commute length rides a month as determined by the transit agency. These passes or cards may be paid for with AHSC funding.
- (5) Applicants of all proposed **Affordable Housing Developments** must certify that the development will be smoke free and demonstrate compliance by submitting a **Smoke Free Housing** lease addendum prior to construction loan closing.
- (6) The AHSC funded components of the **Project** must:
 - (A) Incorporate more than one **Urban Greening** feature with dedicated maintenance for at least two years.
 - (B) Include adequate lighting in accordance with local, state, and federal design standards and requirements for all publicly accessible components of the **Project** including active transportation routes and transit stations or stops.

- (7) The **Project** must demonstrate a level of committed funding at time of application that is 90 percent or greater calculated by the following equation:

$$\frac{\text{AHSC funds requested} + \text{Enforceable Funding Commitments (EFCs)} - \text{Deferred Costs}}{\text{Total Development Cost} - \text{Deferred Costs}}$$

*Note: HRI grant requests for Homeownership **Affordable Housing Developments** will not be counted as part of this equation, and therefore are exempt from this EFC threshold.*

- (8) Completion and approval or adoption of all necessary environmental clearances including those required under the California Environmental Quality Act (CEQA) and if applicable, the National Environmental Policy Act. All applicable time periods for filing appeals or lawsuits have lapsed within 30 days of the application due date with lawsuits or appeals filed.
- (A) **STI** or **TRA** components of a **Project** are not required to certify completion and demonstration of approval of environmental clearances (NEPA or CEQA) as stated in (8) above until prior to the initial disbursement of grant funds
- (9) Applications must demonstrate that all necessary discretionary local land use approvals, excluding design review, have been granted.
- (10) The application must be sufficiently complete to assess the feasibility of the proposed project and its compliance with **AHSC Program** and application requirements. For example, the applicant must demonstrate that the **Project** is financially feasible as evidenced by documentation including, but not limited to, a market study, project pro-forma, sources and uses statement, proposed operating budget, multi-year pro-forma, or other feasibility documentation that is standard industry practice for the type of proposed **Affordable Housing Development**. A market study that meets the requirements specified in the **TCAC Regulations Section 10322(h)(10)** will be accepted by the **Department**.
- (11) The applicant or **Developer** of the **Project** must demonstrate **Site Control** sufficient to ensure the timely commencement of the **Project** as determined by the **Department**.
- (12) Applicants must demonstrate experience by providing evidence of at least two projects that are similar to the proposed **AHSC Project** in scope and size, which have been completed by the applicant, or joint applicant, during the ten years preceding the application due date.
- (A) For **STI** or **TRA** components only, an applicant may demonstrate the requisite experience (as detailed above) by using the past experience of work completed of a Locality or Transportation Agency non-applicant so long as the applicant can provide an executed agreement with that specific **Locality** or transportation agency non-applicant for the

completion of the **STI** or **TRA** components of the AHSC Project for which funding is sought.

- (13) As of the date of application, the applicant(s), the **Project**, or the real property on which the **Project** is proposed may not be party to or the subject of any claim or action in the state or federal courts that affects or potentially affects the feasibility of the project. Further, the applicant(s) shall disclose and describe any claim or action undertaken by or against the applicant(s), the **Project** or the Property which affects or potentially affects the feasibility of the **Project**.
- (14) Construction of the **Project** has not commenced as of the application deadline set forth in the **NOFA**.
- (15) **Qualifying Transit** must be completed and offering service to the **Transit Station/Stop** of the **Project Area** by the time set forth in the Standard Agreement, but in no case later than the issuance of the certificate of occupancy for the **Affordable Housing Development**.
- (16) Demonstrate consistency with State Relocation Assistance Law (CA Gov Code Sec. 7260-7277).
- (17) The Housing Element for the jurisdiction in which the **Project** is located must be in substantial compliance by the date of award recommendation. Housing Element in substantial compliance means the local public entity's adopted housing element is in substantial compliance as demonstrated by a letter from the Department which sets forth findings that the housing element adopted within the time frames required by Section 65588 of the Government Code includes that substance essential to every requirement of Article 10.6, commencing with Section 65580, of Chapter 3 of Division I of Title VII of the Government Code. A jurisdiction's current housing element compliance status can be obtained by referencing the **Department's** website at www.hcd.ca.gov. **Projects** located on Trust Land, as defined in Appendix B(a)(1), (2), are exempt from this requirement.
- (18) Applications must integrate applicable climate adaptation measures as described in Section 107(o).
- (19) The applicant must demonstrate that costs for any **Project** or component thereof will not result in loss or conversion of agricultural or other working lands or natural resource lands for other uses. The **Project** site must not be designated as agricultural land according to the State Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) Tool. An exemption to the FMMP designation may be allowed for applications that submit documentation that substantiates a description of an **Infill Site**.
- (20) Applications requesting **AHSC Program** funding for **Affordable Housing Developments** and **Housing-Related Infrastructure Capital Projects** must also demonstrate to the satisfaction of the **Department** all the following:

- (A) Rental **Affordable Housing Developments** must meet the underwriting standards in the UMRs and MHP Guidelines Section 7312.
 - (B) The **Affordable Housing Development** and/or **Housing-Related Infrastructure Capital Project(s)** are infeasible without **AHSC Program** funds, and other committed funds are not and will not be supplanted by **AHSC Program** funds.
 - (C) Proposed **Projects** involving new construction or **Substantial Rehabilitation** and requiring the demolition of existing residential units are eligible only if the number of bedrooms in the new **Project** is at least equal to the number of bedrooms in the demolished structures, with equal or greater affordability. The new affordable units may exist on separate parcels provided all parcels are part of the same **Project** meeting the requirements of the **UMRs** Section 8303 (b).
 - (i) The Department may approve **Projects** involving new construction or **Substantial Rehabilitation** and requiring the demolition of existing residential units that result in a number of bedrooms less than the number in the demolished structures where it determines that such approvals will substantially improve the livability of the remaining units, or serve some other compelling public policy objective, as long as the reduction does not result in more than 25 percent fewer units upon **Project** completion.
 - (D) Applicants must demonstrate the proposed **Affordable Housing Development** is consistent with State and Federal Fair Housing requirements including duties to affirmatively further fair housing.
 - (E) Where approval by a local public works department, or other responsible local agency, is required for the **Housing-Related Infrastructure Capital Project**, the application must include a statement from that department indicating that the **Housing-Related Infrastructure Capital Project** is consistent with all applicable local rules, regulations, codes, policies and plans enforced or implemented by that **Department**.
- (21) Applications requesting AHSC Program funding for **Sustainable Transportation Infrastructure** and/or **Transportation-Related Amenities Capital Projects** must satisfy all the following:
- (A) Where approval by a local public works department, or other responsible local agency, is required for the **Project**, the application must include a statement from that entity indicating that the **Sustainable Transportation Infrastructure** and/or **Transportation-Related Amenities Capital Project(s)** is consistent with all applicable local rules, regulations, codes, policies and plans enforced or implemented by that entity.
 - (B) If the **Sustainable Transportation Infrastructure** and/or **Transportation-Related Amenities Capital Project(s)** involves the

demolition of existing units that are affordable to lower-income households, the application must demonstrate the replacement of demolished units, comparable in size, of equal or greater affordability and equal to or greater than the number of the demolished affordable units located within comparable access to transit and include first right of return to displaced residents.

- (i) The no net loss requirements contained in section 106(a)(20)(C) of these Guidelines apply to **Sustainable Transportation Infrastructure or Transportation-Related Amenities Capital Projects** occurring on a property which includes a parcel, or any portion of a parcel, on which (1) residential dwelling units affordable to lower income households currently exist, or (2) there have been dwelling units restricted to lower-income households that have been vacated or demolished within the five year period preceding the application.
- (22) Applications requesting AHSC Program funding for **Program Costs** must also demonstrate to the satisfaction of the Department all the following:
- (A) The **Program Costs** are infeasible without AHSC Program funds, and other committed funds are not being supplanted by AHSC Program funds
- (23) All proposed AHSC **Project** components are subject to all applicable codes, including the California Building Standards Code (**CCR**, Title 24). The 2019 edition of this code, effective January 1, 2020, requires mechanical ventilation systems with high efficiency filtration of Minimum Efficiency Rating Value (MERV) 13.
- (24) Outreach and education on reducing potential health impacts of air pollution must be provided to residents of **Affordable Housing Developments**. Local health departments, air districts, and nonprofits may provide useful resources for this requirement.
- (25) **Projects** must meet the accessibility requirements specified in the **TCAC** regulations, as may be amended and renumbered from time to time. Exemption requests, as provided for in the **TCAC** regulations, must be approved in writing by the **Department** prior to the start of construction. Projects must also provide a preference for accessible units to persons with disabilities requiring the features of the accessible units in accordance with **TCAC** regulations. The applicant or **Developer** of the **Project** must ensure that any other applicable federal, state, and local accessibility requirements are met.

Section 107. Scoring Criteria

AHSC Program funds will be allocated through a competitive process, based on the merits of the application to support sustainable development that expands and improves transit, walking and bicycling infrastructure and provides opportunities to reduce VMT by supporting connectivity between housing and destinations to bring about reduction of GHG emissions.

The scoring criteria is divided by three categories, for a total of 100 points:

1. GHG Reductions Scoring (30 points)
2. Quantitative Policy Scoring (55 points)
3. Narrative-Based Policy Scoring (15 points)

Applications meeting threshold requirements as detailed in Section 106 will be reviewed and scored based upon the detailed criteria as described in Figure 5 below. The narrative-based policy scoring section of the application will be scored only for projects that obtain over 50 percent of the total points available (at least 43 of the 85 other available Quantitative and GHG-related points). Projects that are not scored for Narrative are not eligible for award. All of the scoring criteria will be applied to all **Projects**, regardless of the project components present in each specific **Project**.

To receive points related to a specific **Project** component, the component must be at least partially funded through AHSC (e.g. an applicant can only receive points related to an **Affordable Housing Development** when requesting **AHD** or **HRI** funds).

Figure 5 AHSC Scoring Elements and Criteria	
Criteria	Points
GHG Reductions Scoring	
GHG Efficiency	15
GHG Total	15
Quantitative Policy Scoring	
Active Transportation Improvements	10
Green Buildings and Renewable Energy	8
Housing and Transportation Collaboration	9
Location Efficiency and Access to Destinations	6
Funds Leveraged	4
Anti-Displacement Strategies	5
Prohousing Local Policies	2
Local Workforce Development and Hiring Practices	2
Housing Affordability	5
Programs	2
Urban Greening	2
Narrative-Based Policy Scoring	
Collaboration & Planning	4
Community Benefit & Engagement	6
Community Climate Resiliency	3
Community Air Pollution Exposure Mitigation	2

(a) **Estimated GHG Emissions Reductions – 30 Points Maximum**

For this section, applications will be scored based on the quantified GHG emission reductions based on: 1) the total **Project** GHG Reductions Score; AND 2) cost efficiency of estimated GHG reductions per AHSC dollar. Each of these scoring methods will represent a maximum of 15 points of the total combined 30 points available under this criterion.

Applications will be awarded points for Project GHG Emissions Reductions according to the following process:

- (1) For each **Project**, applicants will calculate the estimated GHG reductions using the most recent AHSC Benefits Calculator Tool, available on the California Air Resources Board's CCI Quantification, Benefits, and Reporting Materials webpage (www.arb.ca.gov/cci-resources).

Total **Project** GHG Reductions score will represent the total GHG reduction calculated through the AHSC Benefits Calculator Tool, and

- (A) Cost efficiency of estimated GHG reductions will be calculated by the following formula:

$$\frac{\text{Total Project GHG Reductions}}{\text{AHSC \$ Request}}$$

Total **Project** GHG Reduction score will represent the total GHG reduction calculated through the AHSC Benefits Calculator Tool.

Note: For phased projects, only the current phase (the phase seeking AHSC funding) of a project will be quantified.

- (2) All applications will be ranked from highest to lowest within each **Project Area** type for both the total **Project** GHG Reduction score and the Efficiency of Reductions score.
- (3) Each application will be assigned to one of five bins representing one fifth of the total number of applications in ranked order with each bin receiving an assigned point score, up to a maximum of 15 points for both (1) total **Project** GHG reduction score and (2) cost efficiency of estimated GHG reductions, as follows:

Bin Scoring
Bin 1 = 15 points
Bin 2 = 12 points
Bin 3 = 9 points
Bin 4 = 6 points
Bin 5 = 3 points

- (4) Bin scores for (1) total **Project GHG Reduction** score and (2) cost efficiency of estimated **GHG Reductions**, will be combined to determine final **GHG Reduction** criteria score as follows:

Total Project GHG Reductions		Efficiency of Reductions
Bin 1 = 15 points		Bin 1 = 15 points
Bin 2 = 12 points	+	Bin 2 = 12 points
Bin 3 = 9 points		Bin 3 = 9 points
Bin 4 = 6 points		Bin 4 = 6 points
Bin 5 = 3 points		Bin 5 = 3 points

Note: For the purposes of calculating the points used to determine the GHG reductions score for the TOD, ICP, and RIPA targets, projects will be binned within their Project Area Type, and therefore will only compete within their project area type for the first 90 percent of appropriated funding per Section 108.

Quantitative Policy Scoring – 55 Points

(b) Active Transportation Improvements – 10 Points Maximum

- (1) Up to 2 points for the total length (in linear miles) of AHSC funded **Context Sensitive Bikeways** as follows:
- 2 points for over half a mile
 - 1 point for less than half a mile
- (2) 1 point for **Projects** that link the **Affordable Housing Development** or **Qualifying Transit Station or Stop** to an existing bicycle network or a bicycle network identified official public planning documents. The existing or planned bicycle network must be directly linked by a new **Context Sensitive Bikeway** funded by AHSC that has an entry point within one quarter mile of either the **Affordable Housing Development** or **Qualifying Transit Station or Stop**. The existing or planned bicycle network does not have to be comprised of **Context Sensitive Bikeways**.
- (3) Up to 2 points for projects that address barriers to safe access of bicycle routes. Documentation must be provided to certify that the **Project** will do at least one of the following in an attempt to increase bicycle safety and access: reduce vehicular speed or volume near bicycle users; improve sight distance and visibility; eliminate potential conflict points; improve compliance with traffic laws; or address any other barriers to cyclists that may have existed on the route. One point will be awarded for each addressed site of a barrier(s) to safe bicycle access.

- (4) Up to 2 points for the length of AHSC funded **Safe and Accessible Walkways** as follows:

- 2 points for over 2,000 feet
- 1 point for 1,000 to 1,999 feet

Indicate the measured length (in feet) of new or replaced sidewalk.

STI improvements that will make walkways safe and accessible (e.g., through sidewalk replacement) will be measured for the distance of the entire block face on which the infrastructure improvement will be made so long as the entire distance of its walkway will then meet the AHSC definition of **Safe and Accessible Walkway**. Safe and accessible crosswalk improvements, which are **STI**, can be measured for the crosswalk distance plus the distance of one block face to which it connects, so long as the block face is a **Safe and Accessible Walkway**.

TRA improvements that will create **Safe and Accessible Walkways** will be measured according to the length of sidewalk directly improved (ex: provided shade to, illuminated). Unimproved distances of walkways in-between **TRA** improvements will not be measured.

- (5) 1 point for **Projects** that provide a pedestrian crossing point that directly links two pedestrian networks that are unlinked for one quarter mile along a walkable route (i.e. no connecting point for one quarter mile). Examples include overpasses, underpasses, and placement of sidewalk where none previously existed. At-grade crosswalks are not eligible for this point.
- (6) Up to 2 points for projects that address barriers to safe access of pedestrian routes. Documentation must be provided to certify that the **Project** will do at least one of the following in an attempt to increase pedestrian safety and access: reduce vehicular speed or volume near pedestrians, improve sight distance and visibility, eliminate potential conflict points, improve compliance with traffic laws, or address any other barriers to pedestrians that may have existed on the route. One point will be awarded for each addressed site of a barrier(s) to safe pedestrian access.

(c) **Green Buildings and Renewable Energy - 8 Points Maximum**

- (1) 3 points will be awarded for **Projects** that are designed to achieve green building status beyond State mandatory building code requirements as verified by a Home Energy Rating System (HERS) rater. Applicants may select from the following green building certification programs:

Certifications for residential construction:

Program	Tier
CalGreen	Tier 2
LEED	Gold
Green Point Rated	New Construction: Gold Rehabilitation: Whole Building
ENERGY STAR	Certified Home

Certifications for non-residential construction:

Program	Tier
CalGreen	Tier 2
LEED	Gold

- (2) Up to 5 points will be awarded for **Projects** that achieve energy grid use reductions, measured as total onsite energy consumption and as verified by a HERS rater, based on the following:

Level	Points
Energy Producer	2 points
Zero Net Energy	5 points

- Energy Producer: At least one-third (or 33 percent) of the building energy is produced by on site renewable sources.
- Zero Net Energy: A development that produces as much energy as it consumes over the course of a year, when accounted for at the energy generation source.

(d) **Housing and Transportation Collaboration - 9 Points Maximum**

- (1) Up to 6 points for applications with an AHSC funds request of at least \$1,000,000 for either **Affordable Housing Development** or **Housing-Related Infrastructure** AND an AHSC funds request for **Sustainable Transportation Infrastructure** that comprises at least a certain percentage of the total AHSC funds request as detailed below:

STI Funds Request as percentage of Total AHSC Request	Points
10%	2 points
15%	4 points
25%	6 points

- (2) 2 points for applications which invest at least 5 percent of total AHSC funds in **Transportation Related Amenities** at a **Transit Station or Stop** within the **Project Area**. One point will be given to projects that invest at least 5 percent of total AHSC funds in **Transportation Related Amenities**, but not at a **Transit Station or Stop**.
- (3) 1 point for **Projects** which have received funding from other Greenhouse Gas Reduction Fund (GGRF) programs which directly benefit or contribute to the development of the proposed **Project**.

OR

1 point for **Projects** within environmentally cleared California high speed rail station planning areas.

(e) **Location Efficiency and Access to Destinations - 6 Points Maximum**

- (1) Up to 3 points will be given for the Location Efficiency of the **Project** site as determined by the US EPA Walkability Index using the address of the **Project** site. If the **Project** is a corridor and does not have a specific address, use the center most point of the **Project** for the calculation. Click here for the methodology for the Walkability Index.

Points will be given on the following scale:

- 3 points: Most Walkable (Dark Green; 15.25-20)
 - 2 points: Above Average Walkable (Light Green; 10.51-15.25)
 - 1 point: Below Average Walkable (Yellow; 5.76-10.5)
 - 0 points: Least Walkable (Orange; 1-5.75)
- (2) Up to 3 points will be given for projects that provide a map highlighting the location of existing **Key Destinations** within the Project Area. Each type of **Key Destination** is worth one third of a point and may only be counted once.
 - Grocery store which meets the CalFresh Program requirements
 - Medical clinic that accepts Medi-Cal payments
 - Public elementary, middle or high school
 - Licensed child care facility
 - Pharmacy
 - Park accessible to the general public
 - Public library
 - Office park
 - University or junior college
 - Bank or Post Office
 - Place of Worship

(f) **Funds Leveraged - 4 Points Maximum**

- (1) A maximum of 4 points will be awarded for applications demonstrating **Enforceable Funding Commitments** to leverage AHSC funded **Capital**

Projects and **Program** activities. Applications will be scored based on the amount of **Enforceable Funding Commitments** (as defined in Appendix A) from sources other than the **AHSC Program**, as a percentage of the requested amount of **AHSC Program** funds as follows:

Enforceable Funding Commitments as percentage of Total AHSC Request	Points
50% to 99%	1 points
100% to 149%	2 points
150% to 199%	3 points
>200%	4 points

(g) **Anti-Displacement Strategies - 5 Points Maximum**

- (1) Up to 3 points (1 point per strategy) for **Projects** that either implement strategies or programs, or are located in jurisdictions with policies, strategies or programs that currently exist to prevent the displacement of local community residents from the area surrounding the **Project**. Strategies should be selected from the following lists and may only be counted for one point each unless otherwise noted.*

Voluntarily Implemented by Applicants:

- Replacement requirements or demonstration of no net loss of units on site according to affordability
- First right of return policies that include moving expenses
- Strategies in coordination with local governments or other pertinent organization to address indirect or direct displacement in neighborhoods near the proposed project (e.g., donation to community land trust, multi-lingual tenant legal counseling)
- Affirmative marketing strategies or plans targeting nearby neighborhoods, a **Disadvantaged Community** or a **Low-Income Community**

Implemented by Local Jurisdiction: *

- Replacement requirements in targeted growth areas such as transit stations, transit corridors, job and housing rich areas, downtowns and revitalization areas or policies on sites identified pursuant to Government Code section 65583.2(g)(3)
- Rent stabilization programs beyond what is required by California Civil Code 1946.2
- Just cause eviction or other efforts improving tenant stability beyond what is required by California Civil Code 1946.2
- Ongoing funding programs of at least \$1,000,000 in cumulative allocations, affirmative marketing strategies and policies dedicated to the conservation and improvement of housing for lower and moderate income households (e.g., acquisition/rehabilitation, community land trusts, land banking, mobilehome park overlay zones, single room occupancy preservation ordinances, affordable housing or commercial linkage fees).

Different strategies captured within this bullet point are each eligible for points.

- Density bonus ordinances that expand on state replacement requirements

* Strategies under “Implemented by Local Jurisdiction” will only be awarded points if these policies are implemented by the local jurisdiction.

- (2) Up to 2 points (1 point per strategy) for **Projects** demonstrating policies, strategies or programs that either currently exist or will be implemented through this **Project** to prevent the displacement of locally-owned businesses from the area surrounding the **Project**. One point will be given for a policy, strategy, or program that either currently exists or is newly implemented through this **Project**. Two points will be given for two policies, strategies, or programs, either as one currently existing and one newly implemented through this **Project**, or both newly implemented through this **Project**. Strategies should be selected from this following list:

- Implementation of an overlay zone to protect and assist small businesses;
- Establishment of a small business advocate office and single point of contact for every small business owner;
- Creation and maintenance of a small business alliance;
- Increased visibility of the jurisdiction's small business assistance programs;
- Formal program to ensure that some fraction of a jurisdiction's purchases of goods and services come from local businesses;
- Prioritization of Minority and Women Business Enterprises (MWBE) for public contracting.

(h) **Prohousing Local Policies - 2 Points Maximum**

- (1) Up to 2 points (1 point per strategy) will be awarded for **Projects** that are located in jurisdictions that meet the following criteria:

- Implemented programs over the last five years that finance infrastructure with accompanying increased housing capacity or local financial incentives for housing, including, but not limited to, a local housing trust fund or fee waivers.
- Adopted a Nondiscretionary Local Approval Process for residential and mixed-use development in all zones permitting multifamily housing, established workforce housing opportunity zones, as defined in Gov. Code Section 65620, or housing sustainability districts, as defined in Gov. Code Section 66200.
- Zoning more sites for residential development or zoning sites at higher densities than is required to accommodate 150 percent of the minimum

regional housing needs allocation for the low income allocation in the current housing element cycle.

- Adopted accessory dwelling unit ordinances or other mechanisms that reduce barriers for property owners to create accessory dwelling units beyond the requirements outlined in Gov. Code Section 65852.2 as follows:
 - Parking reductions to 0.75 or fewer spaces per accessory dwelling unit in areas not already exempt from parking pursuant to Gov. Code Section 65852.2;
 - Processing and Impact fee waivers or reductions of 50 percent or more;
 - Ministerial approval in fewer than 45 days;
 - Reduction or modifications of development standards for side yard setbacks to five feet or less;
 - Reduction or modifications of development standards to two story heights;
 - Reduction or modifications of development standards to allow 60 percent or more lot coverage;
 - No minimum lot size requirement;
 - Provisions for affordability; or
 - Offering support programs such as a user-friendly website
- Only use objective design standards for multifamily residential development or adopt fee transparency measures, including publicly available fee calculators.

(i) **Local Workforce Development & Hiring Practices - 2 Points Maximum**

- (1) Up to 2 points for **Projects** that implement at least one workforce development strategy. Examples of workforce development strategies include:
- Establishing a partnership with a community-based workforce development and job training entities that have a track record of success serving disadvantaged populations and/or have demonstrated a high job placement rate among trainees from disadvantaged communities;
 - Partnerships with pre-apprenticeship programs, state certified community conservation corps programs, “earn-while-you-learn” programs, YouthBuild programs, and/or registered apprenticeship programs that lead to industry recognized credentials, certifications and/or references for long term employment and that have a track record of success in serving low income residents;
 - Partnerships with local Workforce Investment Board programs serving disadvantaged populations or individuals with barriers to employment.
 - Projects that have developed project labor, community workforce, or high-road agreements with targeted local hire specifications OR that are located in jurisdictions with local hire ordinances that directly apply to the proposed project.

Applicants shall provide the name of the organization(s) they are partnering with, the demographic data on the population they serve, and a written agreement that details the partnership strategy or policy undertaken.”

The purpose of these workforce partnerships and targeted hire policies shall be to advance the recruitment, training, and/or hiring of low income residents and underrepresented workers living in disadvantaged communities in a manner that connects these populations with training and hiring opportunities that are created and/or facilitated through the project.

Note: Projects in which every AHSC project component cannot legally implement local hire or workforce development strategies must include an explanation detailing these barriers in order to receive full points.

(j) **Housing Affordability - 5 Points Maximum**

- (1) Up to 5 points will be awarded for applications which restrict a percentage of units in the **Affordable Housing Development** to Extremely Low Income (ELI) households:

Percent of total units restricted to ELI households	Points
5% to 10%	2 points
11% to 15%	3 points
16% to 20%	4 points
>20%	5 points

(k) **Programs – 2 Points Maximum**

- (1) 1 point will be awarded to applicants that propose an AHSC funded eligible **Program**. For transit pass programs to qualify for this point, they must be offered to at least as many individuals within the community as are offered to residents of the **Affordable Housing Development**.
- (2) Up to 1 point will be awarded for applicants that provide documentation showing how the Program Operator will sustain the program beyond the term of the AHSC Program grant (three years).

(l) **Urban Greening – 2 Points Maximum**

- (1) 1 point will be awarded to applicants that propose between \$100,000 - \$199,999 in reasonable direct **Urban Greening** costs.
- (2) 2 points will be awarded to applicants that propose \$200,000 or more in reasonable direct **Urban Greening** costs.

Narrative-Based Policy Scoring- 16 Points

The narrative-based policy scoring section of the application will be scored only for projects that obtain over 50 percent of the Quantitative and GHG QM points (i.e., 43 points or higher). For this section, applicants must include a PDF attachment of a narrative that addresses the following questions and prompts. Please include the bolded headers listed below for each point section of the write-up; the questions should not be re-stated in the write-up. The total write-up may not exceed six pages, not including required documentation. Ensure that all relevant information for each section is included either in the response for that section, or the required documentation for that section.

(m) **Collaboration & Planning - 4 Points Maximum**

Collaboration between local governments and housing and transportation providers is critical to create a project that ensures connectivity and responds to its contexts. Outline how the proposed project brings together the efforts of local government, including housing and transportation agencies. The following prompts must be addressed in the narrative:

- (1) **Local Planning Efforts:** Identify what local planning efforts the project implements, and if applicable, describe what particular components of the project are derived from a local plan. Explain how local government agencies were involved in the process of creating the project.
 - Agencies to consider in your answer may include, but are not limited to: local public works department, transit agencies, planning and community development departments, housing departments, local health department, schools/school districts, emergency services, law enforcement, etc.
 - Examples of planning efforts to discuss may include, but are not limited to: General Plan (e.g., circulation element or housing element); Specific Plan; Community Plan; Climate Action Plan; Redevelopment Plan; Bicycle Master Plan; Disadvantaged Community Assessment (Government Code Section 65302); Pedestrian Master Plan; Local Coastal Plan; Transit Plan; Transit Corridor Plan; Station Area Plan; Corridor System Management Plan; Transportation Demand Management (TDM) Strategy or Plan.

Required Documentation: Applicable section or elements of local planning document.

- (2) **Housing and Transportation Collaboration:** Describe the relationship between the joint-applicants or partners that worked together to create the proposed AHSC **Project**. Explain the process involved in coming together to create a larger vision for the **Project Area**. Describe the integration of housing, transportation, and urban greening infrastructure components in creating a cohesive **Project**.

Required Documentation: Site Plan and project area map (or context plan).

(n) **Community Benefits & Engagement - 6 Points Maximum**

Community involvement and leadership are crucial to ensuring that both the principle objectives and co-benefits of the project respond to the true needs of local residents. Explain how local residents and community-based organizations were meaningfully engaged in developing the **Project**, especially those from **Disadvantaged** and **Low-income Communities**, and how the project addresses community-identified needs. Please address the prompts below in your narrative.

- (1) **Community Engagement and Leadership:** Describe how community-based organizations and local residents have been meaningfully involved in the visioning and development of this project. Explain in which stage(s) of the process community members and CBOs have been and will be engaged. Describe efforts to involve **Disadvantaged** and/or **Low-Income Community** residents, including how meetings were advertised and made accessible.
- (2) **Addressing Community Needs:** Demonstrate how the proposed AHSC project meets one or more identified community needs, articulating how these needs were identified (e.g. through the community engagement process, a local needs assessment, as part of a local health department plan or other city/county plan, etc.). Address community needs beyond the provisions of housing and transportation. For projects located in a **Disadvantaged Community** or **Low-Income Community**, applicants are also encouraged to cite top burdens from their CalEnviroScreen 3.0 score as community needs that their projects will address.

Required Documentation:

1. *Letter of support from local community-based, grassroots organization describing the community engagement process and how feedback from local residents was incorporated into the project.*
2. *Community Engagement Tracker: Provide additional information on events where community participation occurred in the Community Engagement Tracker template.*

(o) **Community Climate Resiliency - 3 Points Maximum**

Communities will continue to experience effects of climate change in various ways, including increased likelihood of droughts, sea level rise, flooding, wildfires, heatwaves and severe weather. Due to these effects, climate resiliency is a key part of planning and project implementation decisions.

- (1) **Climate Adaptation Assessment Matrix:** Fill out the Climate Adaptation Assessment Matrix with climate projections for the listed impacts and with technical descriptions of adaptive measures to be employed. If the project is considering climate projections from data sources besides those listed below, state where the data are from and if they use different assumptions (e.g., time horizon).
- (2) **Climate Adaptation:** Describe how the risks posed from changing climate conditions will be reduced by strategies listed in the Climate Adaptation

Assessment. Consider the lifetime of **Project** elements, risks posed by changing climate conditions, and consequences of those risks (e.g., impacts to occupant health and safety, structural integrity, heating and cooling systems, etc.). If your local city or county has added adaptation measures to the General Plan or other local planning documents, describe how the **Project** conforms to the implementation of that plan (Government Code section 65302(g)(4), requires cities and counties to incorporate climate considerations in the Safety Element of the General Plan or other local plan or document by January 1, 2022). Please separate responses according to climate impacts.

Note: If available, use localized climate impact projections. For tools to help assess general climate impacts, please visit [Cal-Adapt](#). For adaptation tools, resources, strategies and case studies visit the [state's Adaptation Clearinghouse](#).

(p) **Community Air Pollution Exposure Mitigation – 2 Points Maximum**

Decreasing air pollution exposure to residents living near sources, including (but not limited to) freeways and high-volume roadways, is essential for ensuring the benefits of infill development are actualized, including promoting public health. Implementing scientifically based air pollution mitigation strategies at the project level, can help protect public health and support GHG reduction goals.

- (1) **Air Pollution Exposure Mitigation Strategies:** Identify pollutants of concern and known sources of pollution affecting the Project Area. Report the Particulate Matter (PM) 2.5, Diesel PM, Toxic Releases to Air, and Traffic Density percentiles as described in CalEnviroScreen 3.0 for the census tract in which the project will be sited.* Describe how air pollution mitigation strategies are utilized in the design of the **Project**, how they were selected, and how they address pollution sources.

Example Strategies:
Speed reduction mechanisms, including roundabouts
Traffic signal management
Design that promotes air flow and pollutant dispersion along street corridors
Solid barriers, such as sound walls or those created by continuous vegetation
MERV 16 air filtration system

Note: These strategies are limited by the many factors that may influence their effectiveness, ranging from local meteorology and topography to human use, maintenance, etc.

Note: For additional suggested strategies to mitigate air pollution exposure see the following resources:

- *Bay Area Air Quality Management District, [“Planning Healthy Places”](#)*
- *California Air Resources Board, [“Strategies to Reduce Air Pollution Exposure near High Volume Roadways: Technical Advisory”](#)*

- *U.S. Environmental Protection Agency, "Best Practices for Reducing Near-Road Air Pollution Exposure at Schools"*
- *California Governor's Office of Planning and Research, "General Plan Guidelines". Chapter 6- Healthy Communities*
- *U.S. Environmental Protection Agency "Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality"*
- *Los Angeles County Department of Public Health, "Public Health Recommendations to Minimize the Health Effects of Air Pollution Associated with Development Near Freeways and High-Volume Roads"*

Note: In CalEnviroScreen 3.0, a geographic area's percentile for a given indicator simply tells the percentage of areas with lower values of that indicator. A percentile does not describe the magnitude of the difference between two or more areas. For example, an area ranked in the 30th percentile is not necessarily three times more impacted than an area ranked in the 10th percentile.

** For a spreadsheet showing raw data and calculated percentiles for individual indicators for individual census tracts, download the CalEnviroScreen 3.0 results.*

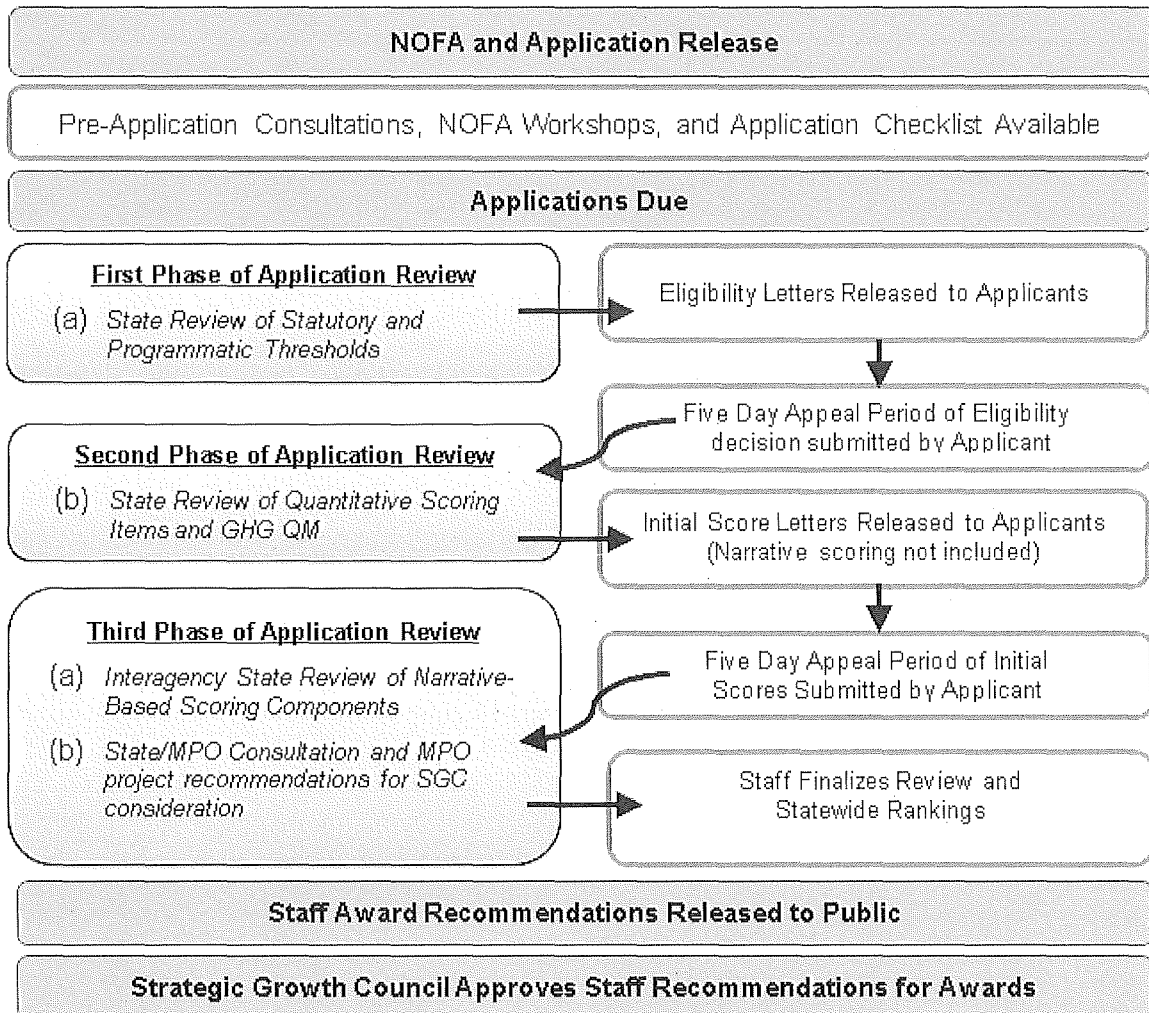
Section 108. Application Process

- (a) Pursuant to direction of the **Council**, the **Department** shall offer funds through a **NOFA** and applications will be reviewed based on the steps detailed below and illustrated in Figure 6.
- (b) The **Department** will offer optional pre-application consultations as detailed in the **NOFA** in order to provide assistance to applicants regarding minimum threshold eligibility and other program requirements.
- (c) Applications will be made available through the **Department**, and complete applications must be submitted to the **Department** by the deadline detailed in the **NOFA**.
- (d) The highest scoring applications that meet all threshold requirements as determined by the **Department**, based on criteria set forth in these guidelines, shall be recommended to the **Council** for funding as specified in the **NOFA**. The **Council** may make adjustments in this procedure to meet the following objectives:
 - (1) At least fifty (50) percent of **AHSC Program** expenditure for **Projects** benefitting and located in **Disadvantaged Communities**.
 - (2) At least fifty (50) percent of the annual proceeds appropriated for the **AHSC Program** shall be expended for affordable housing. For the purposes of this set-aside, expenditures related to **Affordable Housing Development** and **Housing-Related Infrastructure Capital Projects** shall count toward this requirement.
 - (3) **Project Area** type targets are as follows:
 - (A) Target forty five (45) percent of funds available as designated in the **NOFA** to **TOD Project Area** applications.
 - (B) Target thirty five (35) percent of funds available as designated in the **NOFA** to **ICP Project Area** applications.
 - (C) Target ten (10) percent of funds available as designated in the **NOFA** to **RIPA** applications.
 - (D) Remaining ten ~~twenty~~ (210) percent of available funds may be awarded to any eligible project area type.
 - (E) To the extent applications received are not sufficient to meet **TOD Project Area, ICP Project Area or RIPA** targets detailed in (i), (ii) and (iii) above, the **Council** reserves the right to waive these requirements and recommend funding a greater percentage of applications in either of the three identified **Project Area** types.
 - (4) **Project Area** type targets and statutory set-asides detailed in (3) above will be subject to the following process:

- (A) Applications for TOD, ICP and RIPA Project Areas will be ranked based on the result of the Estimated GHG Emissions Reductions as stated in Section 107(a) and binned separately by respective **Project Area** types.
 - (B) For each application, the resulting score from this initial binning will be added to scores from the quantitative and narrative-based scoring criteria to determine an applicant's total score.
 - (C) Total application scores will be ranked within each **Project Area** type (TOD, ICP and RIPA). Applications will be recommended to the Council for award based on the amount of funding targeted in each **Project Area** type, as detailed in Section 108(d)(3).
 - (D) Applications not recommended for funding based on the application of **Project Area** type set-asides will be re-binned based on the Estimated GHG Emissions Reductions using the same methodology outlined in section 107(a) without regard to **Project Area** type.
 - (E) Each application's resulting **GHG Emissions Reductions** score will be added to previously determined scores for other project criteria to determine a revised total application score. This revised total application score will be used to allocate the remaining 10 percent of funds available under the NOFA, with specific consideration given to ensure statutory set-asides for **Affordable Housing** and **Disadvantaged Communities** are met.
- (5) Regardless of **Project Area** type, the Council will seek to fund one project, in the tribal funding target, per funding cycle to a **Federally Recognized Indian Tribe**, an eligible entity having co-ownership with a **Federally Recognized Indian Tribe**, or an eligible entity established by a **Federally Recognized Indian Tribe** to undertake Tribal housing projects. The **Project** must meet the requirements laid out in Appendix B in order to qualify for the Tribal funding target. Unless stated otherwise, the **Project** must meet all AHS Program requirements. The **Project** will contribute to the relevant **Project Area** type target. If multiple Federally Recognized Indian Tribes apply for **Projects**, the Council will apply the scoring criteria from these Guidelines to rank the **Projects** such that the top-ranked **Project** will be awarded under the Council's Tribal target and the remaining **Project(s)** will compete in their respective **Project Area** types.
- (6) Though there are no statutory requirements or specific targets for regional allocation of awards, the **Council** is committed to striving for an equitable distribution of resources. Since it is in the interest of the State to fund a variety of project types and scales in a variety of locations to demonstrate the many ways GHG emissions may be reduced, adjustments may be made in the recommendation and award of funds.

- (7) A single **Developer** may be awarded no more than \$60 million per **NOFA** funding cycle, however this limitation may be waived if necessary to meet AHSC statutory funding set-asides.
 - (8) As station area plans for High Speed Rail are implemented, the **Council** may prioritize investments in these areas.
 - (9) The **Department** may elect to not evaluate compliance with some or all threshold requirements for applications that are not within a fundable range.
 - (10) In the event of two or more applications having the same scores, the Council has the discretion to make the final selection regarding these projects to ensure alignment with the objectives set out in these **AHSC Program** Guidelines.
 - (11) Applications recommended for funding and approved by the **Council** are subject to conditions specified by the **Department**. Applicants will receive an official letter of award after funding recommendations are approved by the **Council**.
 - (12) Applications will be treated in accordance with Public Records Act. Certain information, in accordance with the Public Records Act, may be publicly disclosed.
- (e) Metropolitan Planning Agency Role in Application Review
- (1) To support implementation of an applicable SCS and consistency with activities or strategies identified in a regional SCS, or similar planning document that demonstrate a per capita reduction in VMT and GHG, as allowed by SB 862 (Chapter 36, Statutes of 2014), an MPO/region may develop its own process prior to the application due date to identify and recommend applications that have the highest regional priorities based on criteria established by the MPO/region.

Figure 6: AHSC Program Application Review Process



Article III. Legal and Reporting Requirements

Section 109. Legal Documents

- (a) **Rental Affordable Housing Developments:** Upon the award of **AHSC Program** funds to assist a rental **Affordable Housing Development**, the **Department** shall enter into one or more agreements with the applicant, which may be in the form a State of California Standard Agreement (Standard Agreement), which shall commit funds from the **AHSC Program** in an amount sufficient to fund the approved **AHSC Program** loan amount. The agreement or agreements shall contain the following:
- (1) A description of the approved **Affordable Housing Development** and the permitted uses of **AHSC Program** funds;
 - (2) The amount and terms of the **AHSC Program** loan;
 - (3) The regulatory restrictions to be applied to the **Affordable Housing Development** through the Regulatory Agreement;
 - (4) Special conditions imposed as part of the **Department's** approval of the **Affordable Housing Development**;
 - (5) Requirements for the execution and the recordation of the agreements and documents required under the **AHSC Program**;
 - (6) Terms and conditions required by federal and state law;
 - (7) Requirements regarding the establishment of escrow accounts for the deposit of documents and the deposit and disbursement of **AHSC Program** loan proceeds;
 - (8) the approved schedule of the **Affordable Housing Development**, including land acquisition if any, commencement and completion of construction or rehabilitation work, and occupancy by eligible households;
 - (9) Terms and conditions for the inspection and monitoring of the **Project** in order to verify compliance with the requirements of the **AHSC Program**;
 - (10) Provisions regarding tenant relocation in accordance with State law;
 - (11) Provisions relating to the placement of a sign on or in the vicinity of, the **Affordable Housing Development** site indicating that the **Council** has provided financing for the **Affordable Housing Development**. The **Council** may also arrange for publicity of the **AHSC Program** loan in its sole discretion;
 - (12) Provisions to ensure that the eligible costs and use of **AHSC Program** funds maintain the required GHG Reduction represented in the application;
 - (13) Other provisions necessary to ensure compliance with the requirements of the **AHSC Program**;

- (14) Description of the conditions constituting breach of the agreement(s) and remedies available to the parties thereto; and
 - (15) Any of the **Department's** standard contractual terms that may be applicable.
- (b) For rental **Affordable Housing Developments**, the **Department** shall enter into a single Regulatory Agreement with the applicant for not less than the original term of the loan that shall be recorded against all sites comprising the property of the **Affordable Housing Development** prior to the disbursement of funds. The Regulatory Agreement shall include, but not be limited to, the following:
- (1) The number, type and income level of **Restricted Units**;
 - (2) Standards for tenant selection pursuant to 25 **CCR** 8305;
 - (3) Provisions regulating the terms of the rental agreement pursuant to 25 **CCR** 8307;
 - (4) Provisions related to a Rent Schedule, including initial rent levels for **Restricted Units** and non-Restricted Units pursuant to subsections (a) and (b) of MHP Guidelines Section 7312;
 - (5) Conditions and procedures for permitting rent increases pursuant to MHP Guidelines Section 7312;
 - (6) Provisions for limitations on Distributions pursuant to 25 **CCR** 8314 and on developer fees pursuant to 25 **CCR** 8312;
 - (7) Provisions regarding the deposit and withdrawal of funds to and from reserve accounts in accordance with 25 **CCR** 8308 and 8309;
 - (8) Assurances that the **Affordable Housing Development** will be maintained in a safe and sanitary condition in compliance with state and local housing codes and the management plan, pursuant to MHP Guidelines Section 7324;
 - (9) Description of the conditions constituting breach of the Regulatory Agreement and remedies available to the parties thereto;
 - (10) Provisions governing use and operation of non-Restricted Units and common areas to the extent necessary to ensure compliance with AHSC Program requirements;
 - (11) Special conditions of loan approval imposed by the **Department**;
 - (12) "Program Operations," MHP Guidelines Sections 7321 through 7326, shall apply to rental **Affordable Housing Developments** assisted by the **AHSC Program**; and
 - (13) Other provisions necessary to assure compliance with the requirements of the **AHSC Program**.

- (c) All **AHSC Program** loans for assistance to rental **Affordable Housing Developments** shall be evidenced by a promissory note payable to the **Department** in the principal amount of the loan and stating the terms of the loan consistent with the requirements of the **AHSC Program**. The note shall be secured by a deed of trust on the **Affordable Housing Development** property naming the **Department** as beneficiary or by other security acceptable to the **Department**; this deed of trust or other security shall be recorded junior only to such liens, encumbrances and other matters of record approved by the Department and shall secure the **Department's** financial interest in the **Affordable Housing Development** and the performance of applicant's **AHSC Program** obligations.
- (d) Grants shall be governed by a Standard Agreement or other agreement with the **Recipient** in a form prescribed by the **Department**. The agreement shall ensure that the provisions of these Guidelines are applicable to the **Project** covered by the agreement and enforceable by the **Department**. The agreement will contain such other provisions as the **Department** determines are necessary to meet the requirements and goals of the **AHSC Program**, including but not limited to the following:
- (1) A description and sources and uses of the approved **Project** and the permitted uses of **AHSC Program** funds;
 - (2) Provisions governing the amount, terms and conditions of the **AHSC Program** grant;
 - (3) Provisions governing the construction work and, as applicable, the acquisition and preparation of the site of the **Capital Project**, and the manner, timing and conditions of the disbursement of grant funds;
 - (4) A schedule for completion of the **Project** and a series of milestones for progress toward **Project** completion together with the remedies available to the **Department** in the event of the failure to meet such milestones;
 - (5) Provisions for the payment of prevailing wages if and as required by state or federal law;
 - (6) Requirements for periodic reports from the **Recipient** on the construction and use of the **Project** and provisions for monitoring of the **Project** by the **Department**;
 - (7) The **Recipient's** responsibilities for the development of the approved **Project**, including, but not limited to, construction management, maintaining of files, accounts and other records, and report requirements;
 - (8) Provisions relating to the development, construction, affordability and occupancy of the **Affordable Housing Development** supported by the **Housing-Related Infrastructure Capital Project**, if applicable;

- (9) Provisions relating to the placement on, or in the vicinity of, the **Project** site, a sign indicating that the **Council** has provided financing for the **Project**. The **Council** may also arrange for publicity of the grant in its sole discretion;
- (10) Remedies available to the **Department** in the event of a violation, breach or default of the Standard Agreement;
- (11) Requirements that the **Recipient** permit the **Department** or its designated agents and employees the right to inspect the **Project** and all books, records and documents maintained by the **Recipient** in connection with the **AHSC Program** grant or loan or both;
- (12) Special conditions imposed as part of **Department** approval of the project;
- (13) Terms and conditions required by federal or state law;
- (14) Provisions to ensure that the **Project** maintains the required **GHG Reduction** as represented in the application; and
- (15) Other provisions necessary to ensure compliance with the requirements of the **AHSC Program**.

Section 110. Reporting Requirements

- (a) During the term of the Standard Agreement and according to the annual deadline identified in the Standard Agreement, the **Recipient** shall submit, upon request of the **Department** and the **Council**, an annual performance report that demonstrates satisfaction of all reporting requirements pursuant to the **AHSC Program** reporting requirements identified in the Standard Agreement. Recipient shall also submit the reports required by MHP Guidelines Sections 7325 and 7326 and any additional reporting requirements developed by the **Department**, the **Council** or **ARB**. The reports will be filed on forms provided by the **Department**.
- (b) **Recipient** is responsible for meeting the applicable project reporting requirements of CARB's *Funding Guidelines for Agencies that Administer California Climate Investments* as well as CARB's AHSC Program Quantification Methodology and Benefits Calculator Tool. These may include, but are not limited to: **Project** metrics; the duration over which the **Recipient** will track **Project** metrics; frequency of reporting; the format **Recipient** will use to report; **Project** profile information; **Project** benefit information; and information related to **Priority Population** benefits.
- (1) Award recipients are required to submit estimates of jobs supported by their projects using CARB's Jobs Co-Benefit Assessment Methodology within 90 days of award. This methodology will estimate the number of jobs supported by the AHSC investment based upon the **Project's** budget.
- (2) Consistent with the *2018 Funding Guidelines for Agencies that Administer California Climate Investments*, AHSC funding recipients must track and report the employment outcomes of their projects. Award recipients will be required to conduct **Employment Benefits and Outcomes Reporting** for employment benefits and outcomes created supported by the AHSC investment and all leveraged funding, while accommodating provisions for data privacy. Once funds are disbursed, reporting may occur as frequently as an annual basis. AHSC Program staff will work with applicants to clarify what the jobs reporting process may look like.

The following items must be reported according to each job classification or trade:

- Job Training Credentials including Credentials from Apprenticeship and Workforce Development Programs
- Number of Jobs Provided
- Total Project Work Hours
- Average Hourly Wage
- Total Number of Workers who Completed Job Training
- Description of Job Quality and Benefits Provided (insurance, annual leave, overtime, etc.)

Number of jobs, project work hours, and average hourly wage for **Priority Populations** must also be indicated. A complete list of required tracking indicators will be provided to awardees and included in their Standard Agreements.

The following references are available for additional guidance in determining employment and other co-benefit reporting requirements:

- Funding Guidelines
- Benefit Assessment
- Co-benefit Assessment Methodologies

All projects awarded in future rounds will be subject to **Employment Benefits and Outcomes Reporting** requirements.

- (c) At any time during the term of the Standard Agreement, the **Department** may perform or cause to be performed a financial audit of any and all phases of the **Recipient's Project**. At the **Department's** request, the **Recipient** shall provide, at its own expense, a financial audit prepared by a certified public accountant. The State of California has the right to review project documents and conduct audits during project implementation and over the project life.

Section 111. Performance Requirements

- (a) **Recipients** shall begin construction of the housing units to be developed in the **Affordable Housing Development** that is a **Capital Project** and the housing designated in the application within the time set forth in the Standard Agreement but not later than July 30, 2022.
 - (1) **Recipients** may request extensions of the performance requirement in Section 111(a) by addressing a letter to SGC's Executive Director explaining the circumstances for why an extension is needed and detailing a plan for meeting the extended performance requirement deadline. At the discretion of SGC's Executive Director, an extension of up to two (2) years may be granted.
- (b) The housing units developed in the **Affordable Housing Development** that is a **Capital Project** and the housing designated in the application must be completed, as evidenced by receipt of a certificate of occupancy, within the period of time set forth in the Standard Agreement, but not later than July 30, 2025.
 - (1) **Recipients** may request extensions of the performance requirement in Section 111(b) by addressing a letter to SGC's Executive Director explaining the circumstances for why an extension is needed and detailing a plan for meeting the extended performance requirement deadline. At the discretion of SGC's Executive Director, an extension of up to two (2) years may be granted.
- (c) **AHSC Program** funds must be disbursed in accordance with deadlines specified in the Standard Agreement, and in no event later than the disbursement deadlines outlined in the **NOFA**.
- (d) **Recipients** may only reapply for **AHSC Program** funds in a subsequent **NOFA** for the same **Project** if the **Recipient** has disbursed at least fifty (50) percent of the funds allocated from prior awards.
- (e) Negative points will be assessed against the Developer on subsequent AHSC applications if the Project does not comply with the dates set in the Standard Agreement for the performance requirements described in Section 111(a) or Section 111(b).

Section 112. Defaults and Cancellations

- (a) In the event of a breach or violation by the **Recipient** of any of the provisions of the Standard Agreement, the **Department** may give written notice to the **Recipient** to cure the breach or violation within a period of not less than 15 days. If the breach or violation is not cured to the satisfaction of the **Department** within the specified time period, the **Department**, at its option, may declare a default under the Standard Agreement and may seek legal remedies for the default including the following:
- (1) The **Department** may seek, in a court of competent jurisdiction, an order for specific performance of the defaulted obligation or the appointment of a receiver to complete the **Project** in accordance with **AHSC Program** requirements.
 - (2) The **Department** may seek such other remedies as may be available under the relevant agreement or any law.
- (b) The **Department** may cancel funding commitments and Standard Agreements under any of the following conditions:
- (1) The objectives and requirements of the **AHSC Program** cannot be met by continuing the commitment or Standard Agreement;
 - (2) Construction of the **Capital Project** or implementation of **Program Costs** cannot proceed in a timely fashion in accordance with the timeframes established in the Standard Agreement; or
 - (3) Funding conditions have not been or cannot be fulfilled within required time periods.
- (c) Upon receipt of a notice of intent to cancel the grant from the **Department**, the **Recipient** shall have the right to appeal to the Director of the **Department**.

Section 113. Prevailing Wages

For the purposes of the State Prevailing Wage Law (Labor Code Sections 1720 – 1781), a grant or loan under the **AHSC Program** shall be considered public funding for the construction, rehabilitation, demolition, relocation, preservation, or other physical improvement of the **Capital Project** subject to the provisions of the State Prevailing Wage Law. AHSC Program funding of the **Project** shall not necessarily, in and of itself, be considered public funding of a **Project** unless such funding is considered public funding under the State Prevailing Wage Law. It is not the intent of the **Department** in these regulations to subject **Projects** to the State Prevailing Wage Law by reason of **AHSC Program** funding of the **Project** in those circumstances where such public funding would not otherwise make the **Project** subject to the State Prevailing Wage Law. Although the use of **AHSC Program** funds does not require compliance with federal Davis Bacon wages, other funding sources may require compliance with federal Davis Bacon wages.

Appendix A. Definitions

- (a) "Active Transportation" means infrastructure and non-infrastructure projects that encourage increased use of active modes of transportation, but does not include funding program operations. The project types include but are not limited to:
 - (1) Infrastructure Projects: capital improvements (construction) that will encourage increased use of active modes of transportation, such as biking and walking.
 - (2) Non-infrastructure Projects: education, encouragement and planning activities must encourage increased use of active modes of transportation, such as biking and walking.
- (b) "Active Transportation Program" means non-infrastructure related programs which instill safe pedestrian, bicyclist and motorist behaviors to make safe active transportation possible. Non-infrastructure activities can stand-alone or be conducted with infrastructure projects (fixed facilities or permanent structural changes) to increase effectiveness.
- (c) "Activity Delivery Costs" means staff costs incurred by the Public Agency that are directly related to implementing specific Capital Project and Program Costs. They may include costs such as project document preparation, project underwriting, construction management, inspections, or reporting to the Department.
- (d) "Affordable Housing Development" means a Capital Project that is a Housing Development in which at least 20 percent of the total units are Affordable Units.
- (e) "Affordable Unit" means a housing unit that satisfies all the following criteria:
 - (1) The unit must satisfy one of the following affordability criteria:
 - (A) It is available at an "affordable rent" as that term is used and defined in Section 50053 of the Health & Safety Code;
 - (B) It is offered at an "affordable housing cost", as that term is used and defined in Section 50052.5 of the Health & Safety Code; or
 - (C) It is available at an "affordable rent" or an "affordable housing cost" according to the alternative percentages of income for agency-assisted rental and cooperative housing developments pursuant to Department regulations adopted under Health and Safety Code section 50462(f).
 - (2) For "Affordable Units" that are rental units, they must be subject to a recorded Program covenant ensuring affordability for a duration of at least 55 years.
 - (3) For "Affordable Units" that are ownership units, they must be sold to and occupied by an income-qualified household, and subject to a recorded covenant with a duration of at least 30 years that includes either a resale restriction or equity sharing upon resale.

- (4) For the purposes of this definition, the terms “persons and families of low income” and “area median income” shall have the same meanings as set forth in Health and Safety Code section 50093 and 50093(c).
- (5) The unit must be occupied by a “lower income household” as defined by Health and Safety Code section 50079.5, which includes “very low income households” as defined by Health and Safety Code section 50105 and also includes “extremely low income households” as defined by Health and Safety Code section 50106.
- (f) “AHSC Program” means the program as outlined by these Program Guidelines.
- (g) “Area Median Income” means the most recent applicable county median family income published by **TCAC**.
- (h) “Bus Rapid Transit” (BRT) means a rubber-tired form of rapid transit in an integrated system of facilities, equipment, services, and amenities that exceed the speed and reliability of regular bus service. BRT usually includes use of dedicated right-of way, including busways, exclusive lanes, and bypass/queue jumping lanes for buses at congested intersections to reduce vehicle running time and typically includes a combination of the following additional features: (1) center of road alignment, mixed-traffic prohibitive intersection treatments; (2) use of more limited-stop service including express service and skip-stopping; (3) application of Intelligent Transportation Systems (ITS) technology such as signal priority, automatic vehicle location systems, system security, and customer information; (4) platform level boarding and (5) off-board fare collection.
- (i) “Bus Service” means regularly scheduled public transit service operating with limited stops using a fixed route.
- (j) “Capital Project” means a project consisting of the construction, rehabilitation, demolition, relocation, preservation, acquisition, or other physical improvement that is an integral part of, or is necessary for completion of a Project.
- (k) “CCR” means the California Code of Regulations.
- (l) “Context Sensitive Bikeway” means on-street infrastructure for bicycle riding that is appropriately applied based on the traffic volumes and speeds on a specific street, as recommended in the California Highway Design Manual as follows:
 - (1) For off street applications, install a Class I bicycle facility (Bicycle Path).
 - (2) For streets with speed limits of less than or equal to 25 MPH and vehicular average daily trips (ADT) of over 2,000, install Class II bicycle facility (Bike Lanes).
 - (3) For streets with speed limits of less than or equal to 25MPH and vehicular average daily trips (ADT) of under 2,000, install Class III bicycle facility (Bicycle Route) that functions as a “Bicycle Boulevard”, that is, a route which includes both sharrow markings and traffic control devices aimed at lowering vehicle

speed, and which prioritize bicycle through trips for bicycles over vehicles. Some example traffic control devices include bicycle right of ways, chicanes, traffic diverters, and mini roundabouts.

- (4) For streets with a speed limit greater than 25MPH, install a Class IV bicycle facility (Protected Bike Lanes, or also known as Cycletracks).
- (m) "Council" means the California Strategic Growth Council, established pursuant to Public Resources Code Section 75121.
- (n) "Currently Developed" means that the land in question is altered by paving, construction, and/or land use that would typically have required regulatory permitting to have been initiated.
- (o) "Deferred Costs" means costs deferred at construction loan closing, including but not limited to: capitalized reserves, loan fees, syndication costs, legal, accounting, audit, consultant fees, and developer fees paid from operating cashflow.
- (p) "Department" means the Department of Housing and Community Development of the State of California.
- (q) "Developer" means the entity that the Department and the Council rely upon for experience, site control, and capacity, and which controls either (1) the Affordable Housing Development during development and through occupancy, (2) the Housing-Related Infrastructure during development and through completion, or (3) the Sustainable Transportation Infrastructure and Transit-Related Amenities during development and through operation.
- (r) "Disadvantaged Community" means a census tract with a score in the top 25 percent or one of the 22 additional census tracts that score in the highest 5 percent of Pollution Burden as identified in California Environmental Protection Agency's CalEnviroScreen 3.0 tool.
- (s) "Employment Benefit and Outcome Reporting" means submission of data about the jobs and related benefits created by the AHSC Investment as required by the Funding Guidelines for Agencies Administering California Climate Investments.
- (t) "Enforceable Funding Commitment" means permanent commitments, including but not limited to the following:
 - (1) Low-income housing tax credit equity contributions (without the necessity of a tax credit reservation letter) and tax-exempt bonds in connection with four (4) percent low-income housing tax credits, AHSC Program funds, will be considered committed in this calculation.
 - (2) Funds conditionally reserved under the following programs shall be accepted as funding commitments: the Department of Housing and Urban Development's (HUD) Supportive Housing Program (SHP), HOME Investment Partnerships Program (HOME), Community Development Block Grant Program (CDBG),

and the California Department of Mental Health's Mental Health Services Act (MHSA) Program.

- (3) A land donation in fee for no other consideration that is supported by an appraisal or purchase/sale agreement ("Land Donation") or a local fee waiver resulting in quantifiable cost savings for the Project where those fees are not otherwise required by federal or state law ("Local Fee Waiver") may be considered a funding commitment. The value of the Land Donation will be the greater of either the original purchase price or the current appraised value as supported by an independent third party appraisal prepared by a MAI-qualified appraiser within one year of the application deadline. A funding commitment in the form of a Local Fee Waiver must be supported by written documentation from the local Public Agency.
 - (4) Owner equity contributions or developer funds. Such contributions or funds shall not be subsequently substituted with a different funding source or forgone if committed in the application, except that a substitution may be made for up to 50 percent of deferred developer fee. The Department may require the applicant to evidence the availability of the proposed amount of owner equity or developer funds.
 - (5) Funds for transportation projects which are programmed for allocation and expenditure in the applicable capital improvement plan consistent with the terms and timeframes of the Standard Agreement.
- (u) "Energy Efficiency" means managing and restraining the growth in energy consumption.
- (v) "Federally Recognized Indian Tribe" means Indian native tribe, band, nation, pueblo, village or community that the Secretary of the Interior acknowledges to exist as an Indian tribe, pursuant to the Federally Recognized Indian Tribe List Act of 1994, 25 U.S.C. 479a.
- (w) "Flexible Transit Service" means a form of transit for the public characterized by flexible routing and scheduling of small/medium vehicles operating in shared-ride mode (with at least two passengers) between pick-up and drop-off locations according to passenger needs. Flexible Transit Service includes vanpool, shuttle and feeder bus systems that reduce vehicle miles travelled.
- (x) "Floor Area Ratio" (FAR) means the square footage of the floor area of a building divided by the site square footage, excluding therefrom dedicated streets, sidewalks, parks and open space. The floor area of a building is the sum of the gross area of each floor of the building, excluding mechanical space, cellar space, floor space in open balconies, enclosed parking and elevators or stair bulkheads. Multiplying the FAR by the area of the site produces the minimum amount of floor area required in a building on the lot. For example, on a 10,000 square-foot site in a district with a minimum FAR of 1.5, the floor area of a building must be at least 15,000 square feet.

- (y) "Greenhouse Gas Reduction" (GHG Reduction) means actions designed to reduce emissions of one or all of the following gases: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.
- (z) "Green Streets" means a sustainable stormwater strategy that meets regulatory compliance and resource protection goals by using a natural systems approach to manage stormwater, reduce flows, improve water quality and enhance watershed health.
- (aa) "High Quality Transit" means a Qualifying Transit line with high frequencies AND permanent infrastructure as follows:
 - (1) Frequency: High Quality Transit must have Peak Period headway frequency of every 15 minutes or less and service seven days a week.
 - (2) Permanent Infrastructure: High Quality Transit must operate on a railway or be transit service with Bus Rapid Transit features that either fully or partially operate on a dedicated bus-only lane, or uses High Occupancy Vehicle (HOV) or High Occupancy Toll (HOT) lanes.
- (bb) "Housing Development" means a residential development or the residential portion of a mixed-use development.
- (cc) "Housing-Related Infrastructure" means a capital infrastructure improvement required as a condition of approval of an affordable housing development by a Locality, transit agency or special district such as sewer, water or utility system upgrades, streets, drainage basins, etc.
- (dd) "Infill Site" means a site for which at least three of four sides or 75 percent of the perimeter of the site adjoins parcels that are **Currently Developed** qualified **Urban Uses**. In counting this, perimeters bordering navigable bodies of water and improved parks shall not be included. In order to qualify as an infill site, the site must also be located in an urbanized area meaning that it fulfills one of the following requirements:
 - (1) located within an incorporated city according to an official City or County map, OR
 - (2) located within an urbanized area or urban cluster as defined by the U.S. Census Bureau, OR
 - (3) for unincorporated areas outside an urbanized area or urban cluster, the area shall be within a designated urban service area that is designated in the local general plan for urban development and is served by public sewer and water.
- (ee) "Integrated Connectivity Project (ICP) Project Area" means a Project Area which includes at least one (1) Transit Station/Stop with a combination of two or more eligible costs as defined in Section 103.

- (ff) "Intelligent Transportation Systems" means electronics, communications, or information technology, used singly or in combination, to improve the efficiency, accessibility or safety of the surface transportation system.
- (gg) "Key Destinations" means vital community amenities and resources including medical centers, schools, grocery stores, child care centers, pharmacies, public parks, or public libraries. Key Destinations must be operational at the time of application. This definition differs from "Activity Centers" as used in the AHSC Benefits Calculator Tool.
- (hh) "Locality" means a California city, unincorporated area within a county or a city and county.
- (ii) "Lower Income" has the meaning set forth in Health and Safety Code Section 50079.5.
- (jj) "Low-Income Community" means a census tract with either 1) median household incomes at or below 80 percent of the statewide median income, or 2) median household income at or below the threshold designated as low-income by Department of Housing and Community Development's State Income Limits pursuant to the Health and Safety Code Section 50093.
- (kk) "Low-Income Households" mean individual households with either 1) household incomes at or below 80 percent of the statewide median income, or 2) household incomes at or below the threshold designated as low-income by Department of Housing and Community Development's State Income Limits adopted pursuant to Health and Safety Code Section 50093.
- (ll) "Mixed Use Development" means a building, combination of buildings, or building complex, designed to functionally and physically integrate non-residential uses such as retail, commercial, institutional, recreational, or community uses with residential uses, in a complementary manner.
- (mm) "Moderate Income" has the meaning set forth in Health and Safety Code Section 50093.
- (nn) "MHP" shall mean the Multifamily Housing Program authorized and governed by Sections 50675 through 50675.14 of the Health and Safety Code, and the MHP Guidelines dated June 19, 2019.
- (oo) "Natural Infrastructure" means the preservation and/or restoration of ecological systems, or utilization of engineered systems that use ecological processes, to increase resiliency to climate change and/or manage other environmental problems. Some examples relative to AHSC could include street trees and greenspace for water catchment, infiltration and surface cooling; water treatment facilities that utilize ecologically functioning wetlands; flood mitigation systems that utilize the natural floodplain and stable shorelines used in tandem with constructed flood barriers.

- (pp) "Net Density" means the total number of dwelling units per acre of land to be developed for residential or mixed use, excluding allowed deductible areas. Allowed deductible areas are public dedications of land which are for public streets, public sidewalks, public open space, public drainage facilities. Non-allowed deductible areas include utility easements, setbacks, private drives and walkways, general landscaping, common areas and facilities, off street parking, and traditional drainage facilities exclusive to a development project. Mitigations required for development will not be included in the allowed deductible areas.
- (qq) "NOFA" means a Notice of Funding Availability issued by the Department.
- (rr) "Peak Hours" or "Peak Period" means the period with the highest ridership during the entire transit service day as determined by the transit operator. Must include at least one hour during the morning commute hours and one during evening commute hours, Monday through Friday. Each Peak Period cannot be longer than three hours.
- (ss) "Performance measures" means indicators of transit regarding data indicators such as accessibility, mobility choices and ridership.
- (tt) "Priority Population" means residents of: (1) census tracts identified as disadvantaged by California Environmental Protection Agency per SB 535; (2) census tracts identified as low-income per AB 1550; or (3) a low-income household per AB 1550. See the Priority Population maps for more information.
- (uu) "Program Cost" means the cost(s) associated with 1) program creation, or 2) expansion of existing programs to serve new populations or offer new program service and implementation.
- (vv) "Program Operator" means the entity that administers the day-to-day operational responsibilities for the program for which the AHSC Program funding is sought.
- (ww) "Project" means the proposed use of funds representing a combination of Capital Projects or Program Costs which are proposed by the applicant to be funded the AHSC Program.
- (xx) "Project Area" means the area encompassing the Transit Station/Stop, housing and Key Destinations.
- (yy) "Public Agency" means a Locality, transit agency, public housing authority or redevelopment successor agency.
- (zz) "Qualifying Transit" means a transit line serving the public that is operated by the following: (1) Directly operated by a public entity; (2) Operated by a public entity via a contract for purchased transportation service with a private or non-profit provider; or (3) Operated by a private or non-profit entity as a grant Recipient or sub-recipient from a public entity. Qualifying Transit for the purpose of the Program includes various forms of fixed transit service (Rail Service and Bus Service) and Flexible Transit Service. A Qualifying Transit line requires service that departs two (2) or

more times during Peak Hours as defined by the transit operator. Flexible Transit service is exempt from these Peak Hours frequency requirements.

- (aaa) "Rail Service" means regularly scheduled public transit service running on rails or railways.
- (bbb) "Recipient" means the eligible applicant receiving a commitment of Program funds.
- (ccc) "Restricted Units" mean residential units restricted by an enforceable covenant or agreement with the Department or other public agency to occupancy by low- or very low-income households, with affordable rents pursuant to MHP Guidelines Section 7312 or affordable housing costs pursuant to the CalHOME Program. Restricted Units must be substantially equivalent in size and number of bedrooms to the balance of units in the Housing Development. Restricted Units may consist of units designated for any housing tenure, rental or owner-occupied, within the Housing Development.
- (ddd) "Rural Area" means the definition in Health and Safety Code Section 50199.21.
- (eee) "Rural Innovation Project Area (RIPA)" means a Project Area located within a Rural Area which includes at least one (1) Transit Station/Stop with a combination of two or more eligible costs as defined in Section 103.
- (fff) "Safe and Accessible Walkway" means a pedestrian corridor that has the following:
- (1) Continuously-paved, ADA-compliant sidewalks.
 - (2) Marked pedestrian crossings at all arterial intersections.
 - (3) Attributes which contribute to comfort and safety including, but not limited to, adequate lighting or shade canopy.
- (ggg) "Secure Overnight Bicycle Parking" means bicycle parking that is not accessible to the general public, is completely enclosed and protects the bicycle from inclement weather, and allows for the bicycle frame to be secured to the bicycle rack at two points. Examples of Secure Overnight Bicycle Parking include bicycle rooms, bicycle lockers, and bicycle cages.
- (hhh) "Site Control" means the applicant or Developer has control of property through one or more of the following:
- (1) Fee title;
 - (2) A leasehold interest on the property with provisions that enable the lessee to make improvements on and encumber the property provided that the terms and conditions of any proposed lease shall permit, prior to grant funding, compliance with all program requirements;
 - (3) An enforceable option to purchase or lease which shall extend through the anticipated date of the Program award as specified in the NOFA;

- (4) An executed disposition and development agreement, right of way, or irrevocable offer of dedication to a Public Agency;
 - (5) An executed encroachment permit for construction of improvements or facilities within the public right of way or on public land;
 - (6) An executed agreement with a public agency that gives the applicant exclusive rights to negotiate with the agency for the acquisition of the site; provided that the major terms of the acquisition have been agreed to by all parties;
 - (7) A land sales contract or enforceable agreement for acquisition of the property; or
 - (8) Other forms of site control that give the Department assurance (equivalent to 1-7 above) that the applicant or Developer will be able to complete the Project and all housing designated in the application in a timely manner and in accordance with all the requirements of the Program.
- (iii) "Smoke Free Housing" means an Affordable Housing Development that implements a policy banning the ignition and burning of tobacco products (including, but not limited to, cigarettes, cigars, pipes, and water pipes or hookahs) in all living units, indoor common areas, and all other interior spaces. The smoke-free policy must also extend to all outdoor areas within 25 feet of occupied buildings on the **AHD** property.
- (jjj) "Substantial Rehabilitation" means a Housing Development with reasonable direct rehabilitation construction contract costs of at least \$35,000 per residential unit. Rehabilitation shall include energy efficiency upgrades per residential units. Rehabilitation projects must fully and efficiently address all of the physical needs of the Project for the term of the project loan and therefore merely meeting the minimum threshold cost amount of \$35,000 per residential unit may not, in and of itself, be sufficient to be considered Substantial Rehabilitation for purposes of the project loan.
- (kkk) "Sustainable Transportation Infrastructure" means capital project(s) that result in the improvement or addition of infrastructure that encourages mode-shift from single occupancy vehicles by enhancing: 1) public transit service, 2) pedestrian networks, or 3) bicycle networks (includes public bike-share programs) as well as operations expenditures that directly support transit expansion within the defined Project Area meeting the transit requirements detailed in Section 102 (c) or (d).
- (III) "TCAC" means the California Tax Credit Allocation Committee.
- (mmm) "Transit Corridor" means a transportation corridor which meets one of the following criteria: 1) A corridor served by Qualifying Transit; or 2) A corridor served by High Quality Transit that has been the subject of analysis, planning and environmental mitigation, and has been designated for investment within the regional transportation plan of a MPO, RTPA, or within a long range transportation plan of a transit agency.

- (nnn) "Transit Signal Priority (TSP)" means an operational strategy that facilitates the movement of transit vehicles through traffic-signal controlled intersections. Objectives of TSP include meeting on time schedule performance and improved transit travel time efficiency while minimizing impacts to normal traffic operations. TSP is made up of four components: (1) a detection system that lets the TSP system where the vehicle requesting signal priority is located. The detection system communicates with a (2) priority request generator that alerts the traffic control system that the vehicle would like to receive priority. (3) Priority control strategies; and 4) System management software collecting data and generating reports.
- (ooo) "Transit Station/Stop" means a designated location at which the various Qualifying Transit service(s) drop-off and pick-up riders.
- (ppp) "Transportation Demand Management" (TDM) means strategies that increase transportation system efficiency by encouraging shifting from single-occupant vehicle (SOV) trips to non-SOV transportation modes, or shifting SOV trips off peak travel periods. Effective TDM strategies result in reduction of vehicle miles traveled (VMT) by increasing travel options, providing incentives and information to incentivize individuals and employers to modify their travel behavior to support these objectives, and/or by reducing the need to travel or reducing travel distance via location efficient development patterns. TDM strategies encourage travel by transit, bike, walking or in shared vehicles.
- (qqq) "Transportation-Related Amenities" means capital improvements that are publicly accessible and provide supportive amenities to pedestrians, cyclists and transit riders (i.e. bike parking, bus shelter, benches, street trees, etc.) within the defined Project Area meeting the transit requirements detailed in Section 102 (c) or (d).
- (rrr) "Urban Forestry" means the cultivation and management of native or introduced trees and related vegetation in urban areas for their present and potential contribution to the economic, physiological, sociological, and ecological well-being of urban society.
- (sss) "Urban forest" means those native or introduced trees and related vegetation in the urban and near-urban areas, including, but not limited to urban watersheds, soils and related habitats, street trees, park trees, residential trees, natural riparian habitats, and trees on other private and public properties.
- (ttt) "Urban Greening" means the incorporation of greenscaped pedestrian and bicycle trail systems, urban street canopy, green alleys, drought tolerant and native species landscaping and landscape restoration, green roofing, community gardens, natural infrastructure and stormwater features into public open spaces. If not abundantly clear, public accessibility must be demonstrated to the satisfaction of Department staff, such as through a recorded instrument, and run for at least 55 years. Public open space must offer reasonable hours of use for the public, such as dawn to dusk. Community gardens do not have to be publicly accessible as long as they are available to residents of the **Affordable Housing Development**.

(uuu) "Urban Uses" means any residential, commercial, industrial, transit, transportation passenger facility, or retail use, or any combination of those uses. Urban uses do not include lands used for agricultural uses or parcels in excess of 15,000 square feet in size and containing only one single-family residence.

(vvv) "Very-Low Income" has the meaning set forth in Health and Safety Code Section 50105.

(www) "Water Efficiency" means controlling water at the source through design—both rainfall and storm water runoff through a decentralized system that distributes storm water across a project site in order to replenish groundwater supplies.

(xxx) "Zero Emission Vehicle (ZEV)" means battery electric vehicles, plug-in hybrid electric vehicles, and hydrogen fuel cell vehicles.

Appendix B. Federally Recognized Indian Tribe Eligibility

Federally Recognized Indian Tribes may qualify for AHSC funds if their **Project** meets the following requirements:

- (a) Projects are located on one of the following lands:
- (1) Tribal Trust Lands. Real property that is held in trust by the United States Government for the benefit of a **Federally Recognized Indian Tribe**;
 - (2) Individual Trust Lands. Real property that is held in trust by the United States Government for the benefit of an individual member of a **Federally Recognized Indian Tribe**;
 - (3) Tribal Fee Restricted Lands. Fee lands that are owned by or under the control of a **Federally Recognized Indian Tribe** that are subject to a United States Government restriction that the land continue to be owned by or remain under the control of a **Federally Recognized Indian Tribe** or member or members thereof;
 - (4) Individual Fee Restricted Lands. Fee lands that were conveyed by the United States Government as individual allotments to member or members of a **Federally Recognized Indian Tribe**, regardless as to whether the property is now under common ownership among several members of that same **Federally Recognized Indian Tribe**;
 - (5) Tribally-Owned Unrestricted Lands. Fee lands that are owned by or under the control of a **Federally Recognized Indian Tribe** that are not subject to a United States Government restriction that the land continue to be owned by or remain under the control of a **Federally Recognized Indian Tribe** or member or members thereof;
- AND;
- (b) The applicant meets the following requirements as a condition of award funding as set forth in a Standard Agreement, but not as a condition to engage in the competitive award process:
- (1) BIA Consent. Applicants shall obtain Bureau of Indian Affairs consent to applicant's execution and recordation (as applicable) of all Department-required documents that are subject to 25 CFR sec. 152.34 or 25 CFR sec. 162.12, all prior to award disbursement. This requirement shall not apply to projects that are within subdivision (i)(5) of this Section.
 - (2) Personal Jurisdiction for Tribal Applicants. For applicants that are **Federally Recognized Indian Tribes** or Tribal controlled entities, all such applicants shall provide and execute a limited waiver of sovereign immunity agreeing to the personal jurisdictions of state court.

- (3) Subject Matter Jurisdiction for Restricted Tribal Lands. For applicants proposing projects that are to be within property described in sub-divisions (i)(1), (i)(2), (i)(3), and (i)(4), all such applicants shall cause the subject Indian Tribe to provide and execute a limited waiver of sovereign immunity satisfactory to the Department, agreeing to the subject matter jurisdiction of state court.
- (4) Title Insurance Requirements. Applicants shall provide title insurance for the property underlying the **Project** satisfactory to the Department. Notwithstanding the foregoing sentence, upon a showing of good cause, for Applicants unable to provide a conventional title insurance policy satisfactory to the Department, all such Applicants shall demonstrate to the satisfaction of the Department that they hold title to the property pursuant to a title condition report issued by the BIA Land Title and Records Office, and pursuant to a title opinion letter issued for the benefit of the Department but paid for by the Applicant.
- (5) Recordation Requirements. Where recordation of instruments are required by the Department, the subject instrument shall be deemed sufficiently recorded if recorded with the Land Titles and Records Office at the BIA or if the subject instruments are recorded in the County recording system having jurisdiction over the property.
- (6) Fee Security Required. For all Projects, except those falling within subdivision (i)(1) and (ii)(2), fee security shall be required, unless the terms allowing leasehold security are satisfied as set forth in Title 25 **CCR** 8316. If a Department loan/grant is recorded on fee land then there must be a restriction preventing that land being put into trust until the Department loan/grant term is complete.
- (7) Minimum Requirements for Sovereign Immunity Waivers. Sovereign immunity waiver language shall be included in the Department Standard Agreement, and all Department regulatory and loan or grant agreements, all of which may be accomplished by incorporating by reference a separately executed sovereign immunity waiver instrument. The Applicant shall also provide or obtain a separate limited waiver of sovereign immunity instruments for both personal and subject matter jurisdictions which shall require, at a minimum, compliance with State construction standards and regulations.

Appendix C. Awardee Publicity Guidelines

AHSC award **Recipients** are required to acknowledge SGC, HCD, and California Climate Investments (CCI) in all publications, websites, signage, invitations, and other media-related and public-outreach products related to the AHSC Project. Guidance on CCI logo usage, signage, and logo files contained in the Style Guide are available at: www.caclimateinvestments.ca.gov/logo-graphics-request. SGC and HCD staff will provide their respective logo files and guidance on their usage directly to **Recipients**.

- (a) Long-form written materials, such as reports, must include the following standard language about SGC, HCD, AHSC, and CCI:
- (1) “The Affordable Housing and Sustainable Communities (AHSC) Program builds healthier communities and protects the environment by increasing the supply of affordable places to live near jobs, stores, transit, and other daily needs. This program is administered by Strategic Growth Council (SGC), which coordinates the activities of State agencies and partners with stakeholders to promote sustainability, economic prosperity, and quality of life for all Californians (www.sgc.ca.gov) and implemented by the Department of Housing and Community Development (HCD).

The AHSC Program is part of CCI, a statewide program that puts billions of Cap-and-Trade dollars to work reducing GHG emissions, strengthening the economy, and improving public health and the environment – particularly in disadvantaged communities. The Cap-and-Trade program also creates a financial incentive for industries to invest in clean technologies and develop innovative ways to reduce pollution. California Climate Investments projects include affordable housing, renewable energy, public transportation, zero-emission vehicles, environmental restoration, more sustainable agriculture, recycling, and much more. At least 35 percent of these investments are located within and benefiting residents of disadvantaged communities, low-income communities, and low-income households across California.
www.caclimateinvestments.ca.gov.”

- (b) Any informational materials that do not qualify as long-form, but that include at least a paragraph of text, such as press releases, media advisories, short case studies, some flyers, etc., should include the following language:
- (1) Long version: “[Project Name] is supported by California Strategic Growth Council’s Affordable Housing and Sustainable Communities program with funds from California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment – particularly in disadvantaged communities.”
- (2) Short version: “[Project Name] is supported by California Strategic Growth Council’s Affordable Housing and Sustainable Communities program with funds from California Climate Investments—Cap-and-Trade Dollars at Work.”

- (c) **Recipients** may at times produce promotional materials that are primarily visual in nature, such as banners, signage, certain flyers, and sharable images for social media. In such cases, when including the boilerplate language acknowledging CCI and SGC support is not practical, grantees should instead include the official logos of both SGC and CCI, preceded by the words “Funded by.”
- (d) AHSC award **Recipients** are required to identify a point of contact for all press inquiries and communications needs related to the project and provide the name, phone number and email address of this individual to SGC. **Recipients** must also distribute a press release after grant decisions are made at SGC’s Public Council Meeting and are encouraged to do so for other major milestones throughout the lifecycle of the grant. All press releases must be approved by SGC Communications Office prior to distribution and SGC must be alerted and invited to participate in any and all press conferences related to the award.
- (e) AHSC **Recipients** are required to prepare one or more two-to-four-page documents that provide a summary of the Project components and tell the story of the AHSC proposal development process and/or implementation. All such materials must be approved by SGC Communications Office prior to distribution. These materials will be displayed on SGC website.
- (f) AHSC Applicants and **Recipients** are encouraged to use social media to share the process of creating an AHSC proposal and to inform the throughout implementation. @CalSGC, @California_HCD, and @CAClimateInvest should be tagged on all posts related to the AHSC grant. Use of the hashtags #AHSC, #AffordableHousing, and #SustainableCommunities is encouraged.

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF FINANCIAL ASSISTANCE
2020 W. El Camino Avenue, Suite 670, 95833
P. O. Box 952054
Sacramento, CA 94252-2054
(916) 263-2771 / (FAX) 263-2763
www.hcd.ca.gov



November 1, 2019

MEMORANDUM FOR: All Potential Applicants

FROM: Jennifer Seeger, Acting Deputy Director
Division of Financial Assistance

SUBJECT: **Notice of Funding Availability
Affordable Housing and Sustainable
Communities Program**

A handwritten signature in black ink, appearing to read "J. Seeger".

The California Strategic Growth Council (SGC) and the California Department of Housing and Community Development (HCD) are pleased to announce the availability of approximately \$550 million in funding for the Affordable Housing and Sustainable Communities (AHSC) program. The purpose of the AHSC program is to reduce greenhouse gas (GHG) emissions through projects implementing land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and support related and coordinated public policy objectives. Funding for the AHSC program is provided from the Greenhouse Gas Reduction Fund (GGRF), an account established to receive Cap-and-Trade auction proceeds.

The AHSC program furthers the purposes of AB 32 (Chapter 488, Statutes of 2006) and SB 375 (Chapter 728, Statutes of 2008). AHSC is part of the California Climate Investments, a statewide program funded through the GGRF that puts billions of Cap-and-Trade dollars to work reducing GHG emissions, strengthening the economy, and improving public health and the environment – particularly in disadvantaged communities.

The AHSC NOFA, Guidelines, workshop details, and related program information are available at <http://sgc.ca.gov/programs/ahsc/> or <http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml>. Application materials will be posted to <http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml> prior to NOFA workshops.

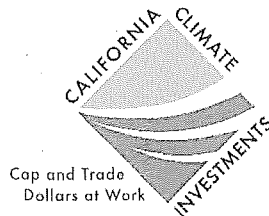
To receive information on workshops and other updates, please visit [HCD](#) and [SGC](#). Questions may be directed to the AHSC program at ahsc@hcd.ca.gov and ahsc@sgc.ca.gov.

Attachment

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

Notice of Funding Availability Round 5

November 1, 2019



CALIFORNIA STRATEGIC
GROWTH COUNCIL



Gavin Newsom, Governor
State of California

Alexis Podesta, Secretary
Business, Consumer Services and Housing Agency

Louise Bedsworth, PhD, Director
California Strategic Growth Council

Douglas R. McCauley, Acting Director
California Department of Housing and Community Development

2020 West El Camino Avenue, Suite 500, Sacramento, CA 95833
Website: <http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml>
Phone: (916) 263-2771 Email: ahsc@hcd.ca.gov

Table of Contents

I. Overview	1
A. Notice of Funding Availability	1
B. Timeline	1
C. What's new in this NOFA	1
D. Authorizing Legislation	1
II. Program Requirements	2
A. Eligible Applicants	2
B. Eligible Projects	2
C. Eligible Costs	2
D. Program Threshold Requirements	2
E. Program Funding Amounts and Terms	2
F. Application Scoring	3
III. Application, Review, Workshops, and Appeals	3
A. Financial Assistance Application Submittal Tool (FAAST) Application Components	3
B. Hardcopy Document Submittal	4
C. Application Review	4
D. Appeals	5
E. Disclosure of Application	6
F. Application Workshops	6
IV. Award Announcements and Contracts	6
A. Award Announcements	6
B. Contracts	6
V. Other State Requirements	6
A. Article XXXIV	7
B. Pet Friendly Housing Act of 2017	7
C. State Prevailing Wages	7
VI. Other Terms and Conditions	7
A. Right to Modify or Suspend	7
B. Conflicts	7

I. Overview

A. Notice of Funding Availability

The Strategic Growth Council (SGC) and the California Department of Housing and Community Development (Department) hereby announce the availability of approximately \$550 million in funding for the Affordable Housing and Sustainable Communities (AHSC) program. The AHSC program is administered by SGC and implemented by the Department. The California Air Resources Board (CARB) provides the quantification methodology for determining the greenhouse gas (GHG) emissions reductions for the AHSC program.

These AHSC program funds will be used for loans or grants, or a combination thereof, to projects that will achieve GHG emissions reductions to benefit all California communities, particularly through increasing accessibility to affordable housing and key destinations via low-carbon transportation, resulting in fewer vehicle miles traveled (VMT) through shortened or reduced trip length or mode shift from Single Occupancy Vehicle (SOV) use to transit, bicycling or walking.

B. Timeline

NOFA Release	November 1, 2019
Application Due Date	February 11, 2020
Award Announcements	Summer 2020

C. What's New

- 1) The maximum individual award amount has increased to \$30 million.
- 2) The maximum amount to be awarded to any single Developer has been increased to \$60 million.
- 3) Department will no longer require a hardcopy submittal of the Application Workbooks. Only documents with wet signatures must be submitted in hard copy to the Department by the application due date listed in Section III.B. of this NOFA. Additionally, application materials must be submitted electronically pursuant to Section III. A. of this NOFA.

D. Authorizing Legislation

The AHSC program furthers the purposes of AB 32 (Chapter 488, Statutes of 2006) and SB 375 (Chapter 728, Statutes of 2008). Available funds are subject to the AHSC program Guidelines issued by SGC dated October 31, 2019, or as amended (Guidelines). The Guidelines include detailed information on eligibility requirements, application selection criteria, established terms, conditions, and procedures for funds awarded under AHSC. The Guidelines are available at <http://www.sgc.ca.gov/programs/ahsc/resources/>.

Applicants are responsible for complying with the AHSC program requirements set forth in the Guidelines. Applicants are urged to carefully review the Guidelines and information contained in this NOFA before submitting applications.

II. Program Requirements

The following is provided as a summary and is not to be considered a complete representation of the entirety of the eligibility, threshold, or other requirements or terms and conditions of the AHSC program. Please note that capitalized words may be defined terms and can be found in the program Guidelines. Please refer to the Guidelines for complete information.

A. Eligible Applicants

Applicants must be eligible pursuant to the Guidelines, Section 105, Eligible Applicants.

Please note: A special purpose entity, which is formed and controlled by the Developer, and which will serve as the ultimate borrower of AHSC loan funds, is not an Eligible Applicant, but may be named in the portion of the application that requests the name of the ultimate borrower.

B. Eligible Projects

Proposed projects must be eligible pursuant to the Guidelines, Section 102, Eligible Projects. Eligible projects must fall into one of the following three eligible Project Area types:

- Transit Oriented Development Project Area type (TOD)
- Integrated Connectivity Project Area type (ICP), or
- Rural Innovation Project Area type (RIPA).

C. Eligible Costs

The AHSC program funds Capital Projects and eligible Program Costs within TOD, ICP and RIPA Project Areas. For a detailed list of all eligible costs, please refer to the Guidelines, Section 103, Eligible Cost.

D. Program Threshold Requirements

In addition to meeting the requirements of the Guidelines as described in paragraphs A, B, and C above, applicants and projects are also required to meet the program threshold requirements found in Section 106 of the Guidelines.

E. Program Funding Amounts and Terms

1. **AHSC Program Funding Award Maximum:** The maximum AHSC program loan or grant award, or combination thereof, is \$30 million, with a minimum award of at least \$1 million.

2. **AHSC Program Funding Developer Maximum:** A single Developer may receive no more than \$60 million per NOFA funding cycle. This limitation may be waived by SGC, if necessary, to meet requirements referenced in the Guidelines, Section 108(d)(7).
3. **Terms of Assistance:** Assistance terms and limits are set forth in the Guidelines, Section 104, Assistance Terms and Limits. Loans for Affordable Rental Housing Developments are subject to requirements set forth in the Guidelines, Section 104(b). Grants are subject to the terms and requirements set forth in the Guidelines, Section 104(c).

F. Application Scoring

Applications will be scored according to the Guidelines, Section 107, Scoring Criteria. AHSC program funds will be allocated through a competitive process set forth in Guidelines, Section 108.

III. Application, Review, Workshops, and Appeals

Applications must meet eligibility requirements upon submission. Modification of the application forms by the applicant is prohibited. It is the applicant's responsibility to ensure the application is clear, complete, and accurate. After the application deadline, Department staff may request clarifying information, provided such information does not affect the competitive rating of the application. No information, whether written or oral, will be solicited or accepted if this information would result in a competitive advantage to an applicant or a disadvantage to other applicants. No applicant may appeal the evaluation of another applicant's application.

The AHSC NOFA, Guidelines, workshop details, and related program information are available at <http://sgc.ca.gov/programs/ahsc/resources/> or <http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml>. Application materials will be posted to <http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml> prior to NOFA workshops.

A. Financial Assistance Application Submittal Tool (FAAST) Application Components

Complete applications must include the following components:

1. AHSC Application Workbook

All applicants must complete and submit the AHSC Application Workbook.

2. AHSC Benefits Calculator Tool

All applicants must complete and submit the AHSC Benefits Calculator Tool to meet requirements referenced in Guidelines Section 106(a)(1).

3. Universal Application Workbook (UA)

The UA must be completed and submitted for projects seeking funds for Affordable Housing Development (AHD) or Housing Related Infrastructure (HRI).

4. Electronic FFAST Submission

Application materials must be submitted electronically via the FFAST system. Requirements for uploading the Application Workbook, UA Workbook, and required supporting documentation, including naming conventions, are described in the application instructions available at <http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml>. Applicants must upload all application materials to the FFAST system no later than **11:59 p.m. Pacific Standard Time on February 11, 2020**.

B. Hardcopy Document Submittal

Applicants must submit hardcopies of documents requiring wet signatures as identified in the Application Workbooks through a mail carrier service such as U.S. Postal Service, UPS, FedEx or other carrier services that provide date stamp verification confirming delivery. These documents must be received by the Department no later than **5:00 p.m., Pacific Standard Time on February 13, 2020** to the address below:

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

Division of Financial Assistance, NOFA Section
California Department of Housing and Community Development
2020 W. El Camino Avenue, Suite 650
Sacramento, CA 95833

Personal deliveries will not be accepted. No late applications, incomplete applications, facsimiles, walk-ins or application revisions will be accepted. The hardcopy documents must match documents submitted via the FFAST system. In the event of discrepancies between hardcopies and electronically submitted workbooks, the electronic FFAST submission will prevail.

C. Application Review

1. Phase One

Application completeness and satisfaction of threshold criteria described in the Guidelines will be confirmed. Please note, the threshold review for financial feasibility criteria in this phase consists of only verification of documentation completeness, not an evaluation of the material facts. That review will take place in Phase Three. Phase One is a pass/fail stage, and applicants will receive notification of their status upon completion of threshold reviews, with a five-day opportunity to appeal the findings of the reviews.

2. Phase Two

Quantitative policy criteria and greenhouse gas reductions score (GHG QM) will be evaluated for proposals that have met the requirements of Phase One. An initial score letter will be provided to applicants with a five-day opportunity to appeal the findings of the reviews. AHSC staff will review appeal responses and revise scores where appropriate. Applicants who score less than 50 percent of the total quantitative policy criteria and GHG QM points will not be eligible to move forward. The final score letter will include notification of application status.

3. Phase Three

An interagency team will review the narrative section of applications which have scored 50 percent or higher in Phase Two. During Phase Three, an in-depth evaluation of the project's financial feasibility will be performed.

D. Appeals

1. Basis of Appeals

- (a) Upon receipt of the Department's notice that an application has been determined to be incomplete, ineligible, fail threshold, or have a reduction to the initial point score, applicants under this NOFA may appeal such decision(s) to the Department pursuant to this section.
- (b) No applicant shall have the right to appeal a decision of the Department relating to another applicant's eligibility, point score, award, denial of award, or any other matter related thereto.
- (c) The appeal process provided herein applies solely to decisions of the Department made in this program NOFA and does not apply to any decisions made with respect to any previously issued NOFAs or decisions to be made pursuant to future program NOFAs.

2. Appeal Process and Deadlines

- (a) To lodge an appeal, applicants must submit to the Department, by the deadline set forth in subsection (b) below, a written appeal which states all relevant facts, arguments, and evidence upon which the appeal is based. Furthermore, the applicant must provide a detailed reference to the area or areas of the application that provide clarification and substantiation for the basis of the appeal. No new or additional information will be considered if this information would result in a competitive advantage to an applicant. Once the written appeal is submitted to the Department, no further information or materials will be accepted or considered thereafter.

Appeals are to be submitted to the Department at ahsc@hcd.ca.gov according to the deadline set forth in Department review letters.

- (b) Appeals must be received by the Department no later than five business days from the date of the Department's threshold review or initial score letters representing the Department's decision made in response to the application.

3. Decision

Any request to amend the Department's decision shall be reviewed for compliance with the Guidelines and this NOFA. All decisions rendered shall be final, binding, and conclusive, and shall constitute the final action of the Department.

E. Disclosure of Application

Information provided in the application will become a public record available for review by the public, pursuant to the California Public Records Act (Chapter 1473, Statutes of 1968). As such, any materials provided will be disclosable to any person making a request under this Act. The Department cautions applicants to use discretion in providing information not specifically requested, including, but not limited to, bank account numbers, personal phone numbers and home addresses. By providing this information to the Department, the applicant is waiving any claim of confidentiality and consents to the disclosure of submitted material upon request.

F. Application Workshops

The Department, SGC and CARB will conduct application workshops and pre-application consultations for the Round 5 application submission. AHSC workshop details and related program information will be posted on the SGC website. Appointments are required for pre-application consultations. Workshop questions should be directed to ahsc@sgc.ca.gov.

IV. Award Announcements and Contracts

A. Award Announcements

Awards will be announced in summer 2020. Award recommendations will be posted with meeting materials at <http://sgc.ca.gov/meetings/>, ten days prior to the SGC public meeting.

B. Contracts

Successful Applicants (Awardee(s)) will enter into a Standard Agreement with the Department. The Standard Agreement contains all the relevant state and federal requirements, as well as specific information about the award and the work to be performed.

V. Other State Requirements

A. Article XXXIV

All projects shall comply with Article XXXIV, Section 1 of the California Constitution as clarified by the Public Housing Election Implementation Law (Health and Safety Code § 37000 - 37002). Article XXXIV documentation for loans underwritten by the Department shall be subject to review and approval by the Department prior to the announcement of award recommendations.

B. Pet Friendly Housing Act of 2017

Housing funded through the AHSC program is subject to the Pet Friendly Housing Act of 2017 (Health and Safety Code Section 50466). Each Awardee is required to submit a signed and dated certification that residents of the AHSC funded housing development will be authorized to own or otherwise maintain one or more common household pets.

C. State Prevailing Wages

AHSC program funds awarded under this NOFA are subject to state prevailing wage law, as set forth in Labor Code Section 1720 et seq., and require the payment of prevailing wages unless the project meets one of the exceptions of Labor Code Section 1720 (c), as determined by the Department of Industrial Relations (DIR). The DIR can be contacted via its website at <https://www.dir.ca.gov/oprl/DPreWageDetermination.htm>. Applicants are urged to seek professional advice as to how to comply with state prevailing wage law.

VI. Other Terms and Conditions

A. Right to Modify or Suspend

The Department reserves the right, at its sole discretion, to suspend, amend, or modify the provisions of this NOFA at any time, including without limitation, the amount of funds available hereunder. If such an action occurs, the Department will notify all interested parties and will post the revisions to the Department's website. Subscriptions to the Department's email list are available at: http://www.hcd.ca.gov/HCD_SSI/subscribe-form.html.

B. Conflicts

In the event of any conflict between the terms of this NOFA and either applicable state or federal law or regulation, the terms of the applicable state or federal law or regulation shall control. Applicants are deemed to have fully read and understand all applicable state and federal laws, regulations, and guidelines pertaining to the AHSC program, and understand and agree that the Department shall not be responsible for any errors or omissions in the preparation of this NOFA.



SAN FRANCISCO PLANNING DEPARTMENT

Notice of Final Approval of an SB 35 Project

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date: December 5, 2019
BPA No.: **2019.0723.6649**
Planning Record No. 2019-014414PRJ
Project Address: **266 4th Street**
Zoning: MUR (Mixed Use-Residential)
Central SoMa Special Use District
180-CS Height and Bulk District
Block/Lot: 3733/093
Project Sponsor: Alberto Benejam
Tenderloin Neighborhood Development Corporation (TNDC)
201 Eddy Street
San Francisco, CA 94102
Staff Contact: Kimberly Durandet – (415) 575-6816
kimberly.durandet@sfgov.org

PROJECT DESCRIPTION

The project proposes the demolition of an existing one- to two-story commercial building and the construction of an eight-story building with 70 dwelling units with a community room, tenant services, rooftop urban agriculture, and micro-retail at the ground floor.

BACKGROUND

California Senate Bill 35 (SB-35) was signed by Governor Jerry Brown on September 29, 2017 and became effective January 1, 2018. SB-35 applies in cities that are not meeting their Regional Housing Need Allocation (RHNA) goal for construction of above-moderate income housing and/or housing for households below 80% area median income (AMI). SB-35 amends Government Code Section 65913.4 to require local entities to streamline the approval of certain housing projects by providing a ministerial approval process, removing the requirement for CEQA analysis, and removing the requirement for Conditional Use Authorization or other similar discretionary entitlements granted by a Planning Commission.

On July 23, 2019, Alberto Benejam submitted an SB 35 Application for the mixed-use project at 266 4th Street. Department staff determined that the SB 35 Application was complete, and that the proposed project was eligible for SB 35 on October 3, 2019.

The Planning Director did not request a Planning Commission Hearing or Historic Preservation Commission Hearing for this project.

PROJECT APPROVAL

The Project Sponsor seeks to proceed pursuant to Planning Code Section 206.6, Individually Requested State Density Bonus Law, Government Code Section 65915 et seq (the State Law). Under the State Law, a housing development that includes affordable housing is entitled to additional density concessions and incentives, and waivers from development standards that might otherwise preclude the construction of the project. Since the Project Sponsor is providing 70 units of housing affordable to low- and very low-income households, the project is entitled to a density bonus of 35%, unlimited waivers, and up to three concessions/incentives. The project sponsor is requesting a concession/incentive from the development standards for lot coverage (Planning Code Section 249.78(d)(6)), active ground floor uses (Planning Code Section 145.1) and bicycle parking (Planning Code Section 155), and is seeking a waiver from the development standards for residential open space (Planning Code Section 135), and dwelling unit exposure (Planning Code Section 140).

Concessions and Incentives

The Project has requested concessions/incentives from the development standards for lot coverage (Planning Code Section 249.78(d)(6)), active ground floor uses (Planning Code Section 145.1) and bicycle parking (Planning Code Section 155). Pursuant to Planning Code Section 206.6, the Department shall grant the concession or incentive requested by the applicant unless the Department makes a written finding, based upon substantial evidence, of any of the following:

(A) The concession or incentive does not result in identifiable and actual cost reductions, consistent with subdivision (k), to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

The requested incentives result in actual cost and identifiable cost reductions. The requested incentive from lot coverage allows the project to stay within a mid-rise construction type instead of a high-rise construction type. Moving the massing to upper floors would increase the cost of the project by approximately \$1.5 million. In addition, the incentive allows the project to construct approximately 21 additional units (three additional units per floor), which spreads the fixed costs of construction across more units, reducing the cost-per-unit of development.

Without the requested incentives from active ground floor uses and bicycle parking, the project would be required to relocate supportive services to the second floor, which would result in the loss of four units. The loss of four units would result in the loss of approximately \$2 million in funding. In addition, the loss of units would increase the operating deficit by about \$500,000.

(B) The concession or incentive would have a specific, adverse impact, as defined in paragraph upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.

The requested concessions/incentives from the development standards for lot coverage, active ground floor uses, and bicycle parking would not result in a specific, adverse impact to public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources.

(C) The concession or incentive would be contrary to state or federal law.

The requested concessions/incentives from the development standards for lot coverage, active ground floor uses, and bicycle parking would not be contrary to state or federal law.

Waivers

In no case may the Department apply any development standard that will have the effect of physically precluding the construction of a development at the densities or with the concessions or incentives permitted by the State Density Bonus Law. The Department is not required to waive or reduce development standards if the waiver or reduction would have a specific, adverse impact upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. The Department is not required to waive or reduce development standards that would have an adverse impact on any real property that is listed in the California Register of Historical Resources, or to grant any waiver or reduction that would be contrary to state or federal law.

The requested waivers from usable open space and dwelling unit exposure are required to accommodate the proposed project with the requested concessions or incentives permitted by the Density Bonus Law. Without a waiver from dwelling unit exposure, the project would be precluded from seeking an incentive from lot coverage, as relief from lot coverage provisions result in 26 units that do not meet open areas which satisfy the dwelling unit exposure requirements.

The project requires a waiver from usable open space, as the roof deck is not open to the sky. The project would be unable to meet both the better roofs requirements and open space requirements of the Central SoMa SUD without additional rooftop area to accommodate these uses. Therefore, denial of the open space waiver could preclude the development with the requested incentive for lot coverage.

The project is not seeking any waivers that would have an adverse impact to real property listed on the California Register of Historical Resources, and is not seeking any waiver that is contrary to state or federal law.

The Department has determined that the project meets all the objective standards of the Planning Code and has completed design review of the project. The project has been approved in accordance with the provisions of SB 35, as recorded in Building Permit Application No. 2019.0723.6649.

OFFICE OF THE MAYOR
SAN FRANCISCO



LONDON N. BREED
MAYOR

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Kanishka Cheng *KL*
RE: Apply for Grant -4th and Folsom Associates, L.P.. – Assumption of
Liability – Department of Housing and Community Development
Affordable Housing and Sustainable Communities Program – 266 4th
Street
DATE: Tuesday, December 17, 2019

Resolution authorizing the Mayor's Office of Housing and Community Development on behalf of the City and County of San Francisco to execute a grant application, as defined herein, under the Department of Housing and Community Development Affordable Housing and Sustainable Communities ("AHSC") Program as a joint applicant with 4th and Folsom Associates, L.P., a California limited partnership, for the 100% affordable housing project at 266 4th Street; authorizing the City to assume any joint and several liability for completion of the projects required by the terms of any grant awarded under the AHSC Program; and adopting findings under the California Environmental Quality Act ("CEQA"), the CEQA Guidelines, and Administrative Code, Chapter 31.

Should you have any questions, please contact Kanishka Cheng at 415-554-6696.

KL
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BOARD OF SUPERVISORS
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