File No. 191294	Committee Item No.
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Committee: Budget & Finance Commit	tee Date January 8, 2020
Board of Supervisors Meeting	tee Date January 14, 2020 Date January 14, 2020
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Completed by: Linda Wong Completed by: Linda Wong	Date January 3, 2020 Date January 8, 2020

[Apply for Grant - Balboa Park Housing Partners, L.P. - Assumption of Liability - Department of Housing and Community Development Affordable Housing and Sustainable Communities Program - 2340 San Jose Avenue]

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 Balboa Park Housing Partners, L.P., a California limited partnership, for the 100% affordable housing project at 2340 San Jose Avenue; 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.

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

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

Program; and

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

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

WHEREAS, Balboa Park Housing Partners, L.P., a California limited partnership ("Developer"), has requested the City and County of San Francisco (the "City"), acting by and through the Mayor's Office of Housing and Community Development ("MOHCD"), to be a joint applicant for its project located at 2340 San Jose Avenue (the "Balboa Park Upper Yard"); and

WHEREAS, On October 11, 2018, by Notice of Final Approval of an SB 35 Project, the Planning Department by case No. 2017-012151PRJ, determined that the development of the mixed-use, 100% affordable housing project consisting of a 130-unit residential rental building (with proposed ground floor retail, community facility, and child care facility with outdoor activity area and lot line adjustment) at 2340 San Jose Avenue (Assessor's Parcel Block No. 6973 / Lot No. 039) (the "Project"), met all the standards of the Planning Code and would be eligible for ministerial approval under California Government Code, Section 65913.4 (Senate Bills 35 and 765), California Public Resources Code, Section 21080, and the CEQA Guidelines, Sections 15002(i)(1), 15268 and 15369, and would therefore not be subject to the California Environmental Quality Act (CEQA); and

WHEREAS, The Municipal Transportation Agency ("SFMTA") plans to perform

transit, bicycle, and pedestrian improvements in the vicinity of the Project (the "SFMTA Work"); and

WHEREAS, Along with the construction of the Project, Developer and Bay Area Rapid Transit ("BART") have agreed to revitalize the Balboa Park BART Station ("BART Work") adjacent to the Project, and Developer will receive a portion of any AHSC grant funds awarded for the BART Work; and

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

WHEREAS, SFMTA, MOHCD and Developer will enter into a Memorandum of Understanding to make commitments related to completion of the SFMTA work on the Balboa Park Upper Yard project as included in the Application Package; and

WHEREAS, BART and the Developer will enter into a Memorandum of Understanding regarding the completion of the BART WORK, purchase of the BART car, and the City, as joint applicant for the Balboa Park Upper Yard AHSC application, will execute the Memorandum of Understanding for acknowledgement and consent purposes; and

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

RESOLVED, That the Board of Supervisors delegates to MOHCD, on behalf of the City, the authority to execute an application to the AHSC Program as detailed in the NOFA dated November 1, 2019, for Round 5, in a total amount not to exceed \$30,000,000 of which \$20,000,000 will be provided as a loan for an Affordable Housing Development ("AHD") ("AHSC Loan") and \$10.000,000 will be provided as a grant for

Housing-Related Infrastructure ("HRI"), Sustainable Transportation Infrastructure ("STI"), Transit-Related Amenities ("TRA") or Program ('PGM") activities ("AHSC Grant") as defined the AHSC Program Guidelines and sign AHSC Program documents; and, be it

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

FURTHER RESOLVED, That the Board of Supervisors acknowledges that if the Application is successful, the City, through MOHCD, shall seek Board of Supervisors approval of the Standard Agreement, with terms and conditions that AHSC Program funds are to be used for allowable capital asset project expenditures to be identified in Exhibit A of the Standard Agreement, that the Application Package in full is incorporated as part of the Standard Agreement, and that any and all activities funded, information provided, and timelines represented in the application are enforceable through the Standard Agreement; and, be it

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

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

RECOMMENDED:

Daniel Adams, Acting Director,

Mayor's Office of Housing and Community Development

Mayor Breed, Supervisor Safai BOARD OF SUPERVISORS

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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

Rev: 12/23/19

AHSC

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AHSC Coverpage

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<b>(特別)</b>		WALKEY.	Resolution		eastern variation
A resolution is	required of each Joint Applicant - b	oth privat	te and public entities. A sample resolution template is available or	AHSC website.	
The resolution	template is intended to be a sampl	le. Applic	cants may use their own format as long as it contains ALL of the au	thorizations containe	d in the template.
<b>不能認識的說</b>			Organizational Documents		<b>的复数形态</b> 的基础
			int applicant is a governmental entity. Governmental entities are r	ot required to submit	organizational documents
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Organization			olct the Organizational Structure of the entities in relation to the ap		and the Book of the State of th
<b>经国际科技和</b> 实			Signature Block		
			t Word Document that will be used in Department legal documents		Agreement.
			ta Record STD-204 or Taxpayer Identification Number (Ti		
Any Applicant	or party that receives HCD funding entities. All others must submit the	must sun STD-204	omit a Payee Data Record or Taxpayer Identification Number (TIN 4 Payee Data Record. A wet signature original must be submitted	torm, the tily must	De submitted by all
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Park Charles And An	Affor	dable Housing De	velopm					re (HR	i) Project S	umma	<b>y</b> :		. X ^{**} 1. ± 1	21. m
Project Name	e .	· Brief Description	)		Addr	ess	City	Zip	Count	y La	t. Log	Census Tracts	API	Ns.
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AHD Information:	Area	Unit Count			L						لال		<u></u>	
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Homeownership Commercial	sq. ft.	# of Units # of Units/Spaces		# of Bldgs # of Bldgs		# of Eleva					Reside	ntial Only Pro	ject	
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Other (Mixed Use) # of car share parking	sq. ft.	# of Units/Spaces	# of elec	# of Bldgs tric vehicle charg	nino patkin	o spaces:		L	# 0	t uncov	ered at	lest parking s	naces:	
# of car parking spac	es: F	arking Ratio: car spa					parking spaces:					e spaces/tota		
	ed site project? §103(a)(		estradações e	AUD CANE	1 Project	e ² E4021e ³	V41 20752375	Alberta C	्राच्ये होस्त्राम्बरका	No. of Mar		St. Salaran	AND PROPERTY.	Salessia.
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following qualified Al-	D development types re			·					· ·					No
Project:	. ,	· .												
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(AVII) The AHD musel	located within a half mil	le from a Transit Stat	ion/Stor	n that moots Pro	iect Area	franelf reg	uirements ner	ι—					<del></del>	+
§102(c) or (d).	•				-	-		1	HD distance f	rom Tra	nsit Sta	tion/Stop:	Mile	
	it least 20% of the total i									Linite	P May	Eunde" unel	-chaotl	, No
	ncome (ELI) 15-30% AMI I											g. Affordabili		Yes
	minimum Net Density re						0.			0-1-4				:No
Total Sites Area in : (Less Qualified* 5	Square Feet Deductions	); ·	101	tal Buildings Flo (Less Excluded								or Area: N/ Density: N		0
Dedicated streets				Mechanical Spa	ice							OT qualified as		
Sidewalks . Parks	· · · · · · · · · · · · · · · · · · ·			Cellar space Floor space in o	pen balcor	les						, Off-street pa Landscaping,		
Open Space				Enclosed parkin	ıg			ai	nd Facilities,	Drainag	e Facili	ties (exclusive	e to a	
· Other Net Site Area-	Net Site		. —	Elevator or stair		i			evelopment) : evelopment,	and Oth	er milig	ation space n	equired fo	Г
acres	0.00 Net Site Square Feet	0		t Building Squa		·	0							
FAAST File:	. Net Density Verific			site map certified cape architect) c				essional	(e.g., an eng	ineer,		File Uplo	paded?	
VAVIIANI TORIVAN	plicable to Acquisition						If cell a	t left is	Yes" meanir	g AHD.	results	in less units c	r lower	N/A
Prior to Rehab - exis	men and a factoristic from the second section of a second	AHD Project L	2.3.2.2.4.4.4	11.5-11.	to Dobob		affordabilit					code requirer of total afford		0%
(A)(V) Must supply o	ne Secure Overnight Bio	cycle Parking Spots p	er every	two units (descr	be below,	Secure O	vernight	1						
Bicycle Parking prop	osed including a descrip	otlon of how bicycles a	re secu	red (I.e., bike loc	ker, bike b	uilding, etc	5.)	# 01	Secure Over	mynt bi	cycle P	arking spols a	KAHD:	, Ng
					-			•						
(E) Does your AHD	Capital Project include n	nultiple AHDs with an	AHD red	ceiving 4% low-		Tif Ye	es, this constitu	les two	separate and	indepe	ndent P	rolects, each	of which r	nust
income housing tax	credits, and another rec	elving 9% low-incomé	housing	tax credits?		· sub	mit an entirely s	eparate	HCD applica	tion an	d qualif	/ independent	ly of the o	ther.
Edulation (Franch	<b>斯斯里斯斯斯</b>	当年的自己。AHD	Eligibl	e Costs §103(	a)(1)(C):a	nd Inelig	ible Costs §		udgeted		ost Ca		verage	
	e total amount of eligible					ogram aw	ard,		\$0		\$0.		\$0	ОК
	he AHSC AHD funded c gible if there is another f					I partion th	pereaf to be fun	ded hvi	AHSC or lifth	e cost le	: Incum	ed prior to the	AHSC	
award;		•	•			•	•	·			проци	od prior to the	AIIOO	1
	ance or operations of tra cal inclusionary housing		ture (incl	luding transit flee	et, not inclu	iding AHS	C funded transi	t service	expansion);					1
(4) Ongoing operation	onal costs beyond the te	rm of the grant (three												.
	ited with automobile or r							02/-1	1. 1.3 EF 450+ 1	N. C. ac 25.	Walt Lin	es And Grand Bush	sem mili	W 55.45
	vements in the HRI bud											the approval		
FAAST File:	Cap Improvement	1 .	~-5-1	om a Locality, tra					· -,			File Uploa		
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(v) Total amount of AHSC Program awa	eligible real property acc ard.	dinemon of the HKI bu	yeci sile	anu associated	ises cauno	и ехсееа	into ol tue roja	'	\$0		\$0		\$0	Ok
(vi) Total amount of	eligible impact fees can					\$300,000.			\$0		\$0		\$0	Ok
	he AHSC HRI funded or glble if there is another t					l porfinn li	hereof to he fur	ided hv	AHSC or if th	e cost t	s incum	ed prior to the	AHSC	
award;						·		-			. ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	prior to 418	. 11.100	
	ance or operations of tra eal inclusionary housing		ture (inc	luding transit flee	et, not inclu	iding AHS	C funded transi	l servici	e expansion);					
(4) Ongoing operati	onal costs beyond the te	erm of the grant (three												] .
(5) Ali costs associa	ated with automobile or r	notorcycle parking (ex	cluding	electric vehicle o	charging in	rastructur	e).				•			

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						of similar size and level of risk ne execution of the Standard A	greement in the amount not to
	e that rich grant lunus wit Program award of funds,	he alenated	as reinnorsed broßles	so havineine foi sudinie cr	are thoused and the	in evendent of the official w	Parentielit in the allocalit liot to
		les multiple pha	ases or developments,	all entitlements and cons	Inuction funding co	nmilments for the first phase n	nust be received prior to
disbursement.			· · · · · · · · · · · · · · · · · · ·				
		t to the first dist	bursement of HRI fund	is shall include receipt of a	all required public a	gency entitlements and all con-	struction funding commitments
for the AHD suppor		THE BUILDING					
22.1		W					
4) Describe how Al	HD provides free transit p	oasses, reloada	ble transit cards or dis	scounted passes priced at	no more than half	of retail cost.	
						1	
Jumber of passes	or cards that will be provide	ded:	I Is there at leas	t one pass per restricted to	nit2 Type r	of transit passes provided:	
				pliance prior to construction		, advice passas provided,	<del>-</del> -
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						nces including those required	
				e lapsed within 30 days o	f the application du	e date with lawsuits or appeals	
	al funding proposed that w			No. of the last of			nority to Use Grant Funds"
	approved "by-right"?		Categorically Exempt?			Final EIR Date: n dates of all necessary enviro	
JISCUSS DEIOW BITY	special NEPA anuloi CE	QA opedial Cit	cumstances of exemp	uons and provide estimate	suracidal completio	il dales of all necessary envilo	omental clearances.
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	ovide a listing and stalus	of all discretion	ary local land use entit			w, required to complete the Al-	ID Project that have been granted,
submitted or to be a	applied for to the appropri			local planning documents	),	·	
•	Agency / Issuer	1	and Use Approval	Approval Type		Comm	ents
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						TCAC Regs §10322(h)(10) will	
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	i (See Site Control in App		I OI TOI AND Project? I	yes, enter site control for	m and the most re-	Most recent document	
If leasehold estate			icted land value? .	ls acquisition o	ost \$0 in AHD Dev		e loan used? If so answer (a-c)
	it based on the Present Vi			(b) Lender requesting Res		· · · · · · · · · · · · · · · · · · ·	
payments?					permissible)	(c) Has loan amount t	been entered as a finance cost?
Describe any speci	ial site-control circumstan	ces.					
					•	•	
ESSOT EN-	AUD C#- O-		A	·			
FAAST File: FAAST File:	AHD Site Co	MEGI				al Indicated about	Clea University
	AHD Preliminary 7	Title Report				ol Indicated above	Files Uploaded?
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	ovide a listing and status of applied for to the appropria							gn review, re	equired to complet	e toe HKI Proj	jeci inai nave been gi	anted,
	Agency / Issuer		Land Use		T	roval Type				Comments		
	Whether I respect		Dat	e		Oval 13pc				Comments	·	
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10) Does the Mark	cet study demonstrate Pro	iecl is final	ncially feasible	(HRI reau	l ires a market sti	udv only if	not usina A	HSC funds fo	or AHD)? A mark	et study that m	neets the requirement	s
	Regs §10322(h)(10) will be	e accepted	by HCD.	·								
AAST File:	HRI Market Stu				prepared within					10 01 1	File Uploaded?	
	t or Developer of Project h I (See Site Control in Appe		COURDI FOL LIKE	Project (	i yes, enter site	CONTROL TOLI	n and the f	nost téceut r	Most recent d			
f leasehold estate	Rent t	pased on r	estricted land	value?	Is acqu	isition cost	\$0 in Dev.	Budget?			used? If so answer	(a-c)
	t based on the Present Va	alue of leas	se		(b) Lender requ	esting Res			(c) Has loan	amount been	enlered as a finance o	ost?
payments? Describe any speci	ial site control circumstand	ces,					permiss	mell				
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FAAST File:	HRI Site Cor	ntrol	Appropr	iate docum	entation to dem	onstrate th	e form of s	ite control in	dicated above		Files Uploaded?	
	st demonstrate prior expe			ence of two	prior HRI proje	cts similar	to the prop	osed AHSC I	Project in scope a	nd slze, which	have been complete	d by the
applicant during the	e ten years preceding the		i due date. Ri Past Projec	+ #1					HRI Pas	t Project #2	····	
D14.N	<b> </b>		W r.ast r tojet	, twi					(1101 43	t i roject #1		
Project Name							<b>}</b>					,
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ff.)	<del> </del>						<del> </del>			· · · · · · · · · · · · · · · · · · ·		
Brief Description	· ·									•		
(e.g. number of					•							
units, population									•			
served, etc.)											•	
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	of the application date, the		<del></del>						n in the state or fe	deral courts.		
	at construction of the HRI I ect will not result in the los								her uses accordin	the Dept. of	Conservation's Farmi	and
Mapping and Mon	Itoring Program (FMMP) v	vebsite?								. ,		
	ocumentation the HRI Pro								d per FMMP tool,		- Ella Halandad	
FAAST File: If "No", demonstra	HRI No Ag te that the HRI Project site						шен ар ад	nounui al Iani	a her Lininia 1001"		File Uploaded?	٠
FAAST File:	HRI Ag Infill		Demonstrate	that HRI F	Project site qual	lfies as an					File Uploaded?	· I
	the HRI is infeasible with										L. ten	$\perp$
	Project involves involving at least equal to the numb											
parcels are part of	f the same Project meeting	g the requi	rements of UN	1R 8303(b)	. Explain below							
Project does not it	nvolve demolition of existi	ng affórdal	ole units, indica	ate "N/A" b	elow.						<del> </del>	
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(∠u)(u) vve certify	the proposed AHD is con	ISISIENI WIL	II SIAIB & FEG	sar Fair Ho	realing tedritem	ettis includ	ing duties to	ं बाधामार्थिए el	y runner tair nous	ng (explain be	iluw).	
	l by a local public works d								nent below. I cert	ify that the HR	l improvements are	$\top$
	applicable local rules, reg								it with all applicable	e local rules.	T	
FAAST File:	. HRI Local Ap		regulat	ions, code:	s, policies and p	lans enforc	ed or imple	emented by t	hat entity.	000; 10100;	Files Uploaded?	1
					· Article XX							
	nion letters submitted to H lenders, the number of lov											
	ienders, tire numbei of lov cific facts and a specific le											
Applicant must d	eliver to HCD salisfactory	evidence t	hat the require	ments of A	Article XXXIV of	the Califorr	nia Constitu	tion have be	en salisfied or are	inapplicable.		
FAAST File:	Article XXXIV Attorne	ey Opinior	i Demonstrat	e legal requ	ulrements of Arti	icle XXXIV	and releva	nt Project fac	ots have been con	sidered	File Uploaded?	<u>'</u>

Page 8 of 46

AHD and F	IRI Overview PIN
Does the locality have sufficient Article XXXIV Authority to accommodate the	If yes, document Article XXXIV authority for Project. May be done by providing info from appropriate
project? (If Project doesn't have Article XXXIV authority, AHSC may be limited	local government official that voters passed a specific project referendum or a blanket referendum
to restricting no more than 49% of the total units.)	has been passed and the locality has allocated sufficient Article XXXIV authority to Project,
FAAST File: Article XXXIV Authority   Copy of document providing Author	div File Unharded?

		AHD a	nd HRI Overview	PIN		. •	
GRANGERAN STEEL CHARGE SERVICE	The Mark Control of the Control of t		Tax Credits		de COS Epopolistipajan	and a program of the	246.00
Select appropriate entry for each item:			Tuby Official Co. 11 ;		and a self a seef of the Contract of A.S.		
Project Tax Credit Type:	Federal:	Dannes d C	quity Investor Contribution	(6)	Anticipated Tax Credit Fa	-1	
Floject rax credit type,	State:		quity Investor Contribution		Anticipated Tax Credit Fa		
The forms for A relative for 49/Tay Condition				1(4).	Anticipated Tax Credit Fa	ctor App Rate	
Timeframe for Applying for 4%Tax Credits			Proposed Year:				1
Timeframe for Applying for 9%Tax Credits			Proposed Year:				- 1
If already awarded, date of the			L				
FAAST File: Tax Credit Res			ived a lax credit reservati			File Uploaded?	
Does or will the senior debt and loan agre							
Does or will the junior debt and loan agree							
Are there any cost sharing		cial space not eligible	to be funded by AHSC, is	cost allocation base	f on total development	if no, on	- 1
agreements?	cost? .					what?	
What covenants or regulatory agreement							
What covenants or regulatory agreement	s are anticipated?						
NAMES OF THE PARTY	PERMITTE	<b>推算是不是有关的</b>	AHD Milestones	的研究是的技術。	20 使用的现在分词形式	的产品的数据代码实验的	\$5(\$175)
Provide the actual or anticipated completi						to a Capital Project, pleas	e enter
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Note; It is acknowledged that some of the	following milestones	nav have already hee	n achieved. For those mi	lestones which have	previously been met nies	se enter the month and v	ear
completed. For those milesiones not yet							
please indicate "NA" below.	a-mpiotod, prodes pro	ido a biologica coimp	ibiloti data (minir 1) ibi b	acit of the applicable	nome poloty, it not applied		110,000
Capital Project Milestone Schedule				<del></del>		<del></del> 1	Date
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Site Control of Affordable Housing Develo				Herit detailing the ten	its and conditions of the r	Tolect nevelobitietit	
Completion of all necessary environments			CEUA and NEPA.				
Obtaining all necessary and discretionary				<del></del>	<del></del>	-,	
Obtaining all enforceable funding commits			ng Development support	ed by the infrastructur	e Project.		
Obtaining all enforceable funding commit-							
Obtaining enforceable commitments for a			d in the Sources and Use	s including substantia	illy final construction and p	permanent loan	
documents, and Tax Credit syndication d							
Submission of Final Construction Drawing	gs and Specifications to	the appropriate loca	building department or p	ermitting authority,			
Commencement of construction,							
Construction complete and the filing of the	e Notice of Completion			<u> </u>			
Program funds fully disbursed.							
					Have all inilestone date		
STATES AND STATES OF THE STATES	學家可用物學和中的	25年15年1月1日	HRI Milestones		是其他有效的時代		法的特殊
Provide the actual or anticipated complet	ion date for the followir	g performance milest	ones for each applicable (	Capital Project. If a rr	ilestone is not applicable	to a Capital Project, pleas	se enter
"N/A"			• • • •		• •		1
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completed. For those milestones not yet	completed, please pro	vide a projected comp	oletion date (MM/YY) for e	ach of the applicable	items below, If not applica	able to the specific Capita	l Project
please indicate "NA" below.				• **		•	· ,
Capital Project Milestone Schedule							Date
Executed binding agreement between the	Recipient and develo	per of the proposed H	ousing Development deta	iling the terms and co	nditions of the Project de	velopment.	
Site Control of Housing Development site							
Completion of all necessary environment			r CEQA and NEPA.				
Obtaining all necessary and discretionary				······································			
Obtaining all enforceable funding commit			ing Development support	ed by the HRI			<b></b>
Obtaining all enforceable funding commit							
Obtaining all enforceable lunding committeents for a				e including substanti	ally final construction and	nemanent loan	
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Completion of HRI construction,				<del></del>	·		
Program funds fully disbursed.		·			Have all with the same of the		
					Have all milestone date	s been entered above?	

HRI and AHD Sources of Development Funds PIN

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		but not limite	d to: capitalized re	eserves, loan f	fees, syndicatio	n cost	s, legal, acco	unting, aud	iit, consultant te	es, and devel	oper fees paid from o	perating cash	110W."		
- { ;	Committed by Application	AHD vs HRI	Source f		Source Type	Lien	Amount	Interest	Required	Loan Term	Residential	Commercial		*Detai	Is of Deferred Costs
	Due Date?	Source	(listed in order of	f lien priority)	1	No.		Rate	Payment	(months)	Amount	Amount		Amount	Description
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			1		70	174	<b>\$</b> U					90		1	

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#	Committed by Application	AHD vs HRI	Source Name See cell comments for Deferred	Source Type	Lien	Amount	In	iterest Rate	Amortization	Repayment Te	rms	Required Residential	Required Commercial	Residential	Commercial	Balloon?
Ш	Due Date?	Source	Dev, Fee; list in lien priority order		No.	Amount	Rate	Туре	Period (yrs.)	Туре	Due in (yrs)	Debt Service	Debt Service	Amount	Amount	BENCOIN
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					
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16	Yes	DHA	Equity investor:					<u> </u>		<u> </u>				\$0		
			Total Permanent Fu								TOTALS	\$0	\$0	\$0	\$0	
			Total Committed Non-A	HSC AHD & HRI I	Funds	\$0										

See Appendix A (t) - for an explanation of Enforceable Funding Commitments (EFC). (3) <u>A land donation</u> 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

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CAH- rojec A Mil avel 0% 5% 0% 5% 0% 5% 0%	SC AHD Lo t applying B O O It applying B O O O O O O O O O O O O O O O O O O	@ \$35,000 an Amou for 9% T C Bedroom Numper of C Bedroom Numper of C C C Bedroom Numper of C C C C C C C C C C C C C C C C C C C	O PU = O	here for	7 2019 E 11 1100 W O O O O O O O O O O O O O O Sq.	O rei	stricted units @  Man limits - (bee  G. O Units. O O  O O  Expected Gross Rent	\$50,000 F aximum ainning o Unre H 2 tun o 0 0 0 0 0 0 0 0 2 Bdm	PU = AHD Los 1 page 21 stricted   Bedroom   Bedroom   Burger   Description   Descripti	sn Amou	HRI Requent  A Coan Amount  K  A Coan Amount  K  A Coan Amount  Coan A	Number of Restricted On Infits On Infits	SO S	Max A AHD F N 4  11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	HD Loan: Requested: O + Bedrooi For British of the state	P m Units  Units  O O O O O O O O O O O O O O O O O O O	\$0 \$0 \$0 .(O × × × × × × × × × × × × × × × × × × ×
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CAH- rojec A Mil avel 0% 5% 0% 5% 0% 5% 0%	SC AHD Lo t applying B O O It applying B O O O O O O O O O O O O O O O O O O	@ \$35,000 an Amou for 9% T C Bedroom graphics in it is in	OPU =	here for	7 2019 E 11 1100 W O O O O O O O O O O O O O Sq.	O rei	stricted units @ Man limits - (bee G.	\$50,000 F aximum ainning o Unre H 2 tun o 0 0 0 0 0 0 0 0 2 Bdm	PU = AHD Los of page 21 Stricted   Bedroom   Bedroom   A page 22 Stricted   Bedroom   A page 23 Stricted   A page 24 Stricted   A page 24 Stricted   A page 25 Stricted   A page	sn Amou	HRI Requent  Amount  K  Amount  K  Company  Amount  K  Company  Co	Number of Restricted On Infits On Infits	SO S	Max A  AHD F  N  4  11 10 0 E  0 0 0 0  0 0 0 0  0 0 0  4+ Bdra  Carz  Parkit  t) Re	HD Loan: Requested: O + Bedrooi Fo particle of the state	P m Units  ueoT T  o  o  o  o  o  o  o  o  o  o  o  o  o	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$
AH. rojec A Mil vel 10% 50% 50% 50% 50% 50% 50% 50% 50%	SC AHD Lo t applying B O O It applying B O O O O O O O O O O O O O O O O O O	@ \$35,000 an Amou for 9% T C Bedroom of C G G G G G G G G G G G G G G G G G G	OPU =	# O O O	T2019   E	O rei	stricted units @  Man limits - (be  G  O Units,  O Units	\$50,000 F aximum ainning o Unre H 2 tun o 0 0 0 0 0 0 0 0 2 Bdm	PU = AHD Los  1 page 21  Stricted    Bedroom  Serticted a  Head on the series of the s	sn Amou	HRI Reque	Number of Restricted On Infits On Infits	SO  MUnits  O  O  O  O  O  O  O  O  O  O  O  O  O	Max A  AHD F  N  4  11 10 0 E  0 0 0 0  0 0 0 0  0 0 0  4+ Bdra  Carz  Parkit  t) Re	HD Loan: Requested: O + Bedroot  For Stricter  A Stric	P m Units  ueoT T  o  o  o  o  o  o  o  o  o  o  o  o  o	\$0 \$0 \$0 \$0 \$0 XX

AHD DEVELOPMENT BUDGET

<u></u>			АПІ		WENT BUL	JGEI
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
AND COST/ACQUISITION ( A CONTROL OF COST)	古代[基於]線[	4,872,547,54		<b>国际的</b> 的证据	nwigthala	[178][16][16][16][16][16][16][16][16][16][16
Land Cost or Value	\$0			MENNESEE		
Demolition	\$0			PARTIES OF THE PARTIES	373, 2455 1068	÷
. Legal	\$0			STREET CARES	1647-2015/22	•
Land Lease Rent Prepayment	\$0			AND MARKET	CHARLES CHARLES	•
Total Land Cost or Value	\$0	\$0	\$0	(100 m) 1 m 2 m 1	Var versions	
Existing Improvements Cost or Value	\$0	· · · · ·		SECTION (SEE	0.000 0.000 0.000 0.0000	
				0.50% (0.00%)		
Off-Site Improvements	\$0		**	925 Ford Star (38, 1000) (425)		
Total Acquisition Cost	\$0	\$0	\$0		\$0	
Total Land Cost / Acquisition Cost	\$0	\$0	\$0	中国特殊基本的	共成於研查的計劃	
Predevelopment Interest/Holding Cost	\$0		-			
Assumed, Accrued Interest on Existing Debt (Rehab/Acq)	\$0					
Excess Purchase Price Over Appraisal	\$0			是的数据。在	<b>建出的的规则的</b>	
REHABILITATION	等的 医克勒特		Proposition (	<b>阿斯斯特拉斯</b>	<b>建设施工工程</b>	11.00mm/2011年1月1日中华大学学院的
Site Work	\$0					
Structures	\$0					
' General Requirements	\$0			·	<u> </u>	
Contractor Overhead				-		
· · · · · · · · · · · · · · · · · · ·		<del> </del>	<u> </u>	<del> </del>	<del>                                     </del>	1
Contractor Profit	<del> </del>	ļ	·	ļ	<u> </u>	
Prevalling Wages	<del> </del>			<u> </u>		
General Liability Insurance			·			
Urban Greening						
Other Rehabilitation; (Specify)	\$0					
Other Rehabilitation: (Specify)					<u> </u>	, , , , , , , , , , , , , , , , , , ,
Other Rehabilitation: (Specify)			-			
Total Rehabilitation Costs			\$0	\$0	\$0	
·	<del></del>		φυ	φυ	φυ	
Total Relocation Expenses		1	75 201 - 520	1	1 10 10 10 10 10 10 10 10 10 10 10 10 10	
NEW CONSTRUCTION	4797/程第98	WATER	5 75 PASSE	<b>"是经验</b> 从证明的"	THE REAL PROPERTY.	了了AESHYEETE 是否可以完全的。
Site Work	\$0	<u> </u>				ļ
Structures	. \$0					
General Requirements	\$ . \$0					1
Contractor Overhead					1	
. Contractor Profil	<del></del>	+	<b> </b>		· ·	<u>'</u>
Prevailing Wages	<del></del>		<del> </del>		<del> </del>	
	·	<del> </del>		<del>                                     </del>	<del> </del>	
General Liability Insurance	<del></del>			<b> </b>	<del> </del>	-
. Urban Greening			ļ	ļ:	ļ	
Other New Construction: (Specify	·				<u> </u>	1
Other New Construction: (Specify	\$(	·		<u> </u>		
Other New Construction: (Specify)	\$(		•			
- Total New Construction Costs	\$(	\$0	\$(	\$(	\$(	
ARCHITECTURAL FEES	, procession		2-15-15	多級數學等		AND THE PROPERTY OF THE PROPERTY OF THE PARTY OF THE PART
Design			1	1 .	1	
Supervision		<del></del>	<del> </del>	<del>†</del>	<del> </del>	1 .
	· <del> </del>		<del> </del>	<u> </u>	-	
Total Architectural Costs			\$(	\$(	3 \$0	
Total Survey & Engineering	17	<del></del>	2 , 9 , 5 , 5 , 5 , 5 , 5	Just Marketin and Control	7 149-119-20-1	
CONSTRUCTION INTEREST & FEES	<b>美国农建筑</b>			<b>人名英格兰</b>		- 12.54的扩展的表現的
Construction Loan Interes				1		
Origination Fed	e \$6	0		·		
Credit Enhancement/Application Fe	e \$1	0				1
Bond Premiun			1	T	1	· ·
Cost of Issuance		<del></del>	1	T		7
Title & Recording			<b>-</b>	1	1	<del>1</del>
			<del>                                     </del>	<del> </del>	<del> </del>	1
Taxe			-	<del> </del>	<del> </del>	
Insuranc				<del> </del>		4 .
Employment Reportin			<b></b>	<del></del>		
Other Construction Int. & Fees: (Specify	) \$	0				
Other Construction Int. & Fees: (Specify	) \$	0				
Total Construction Interest & Fee		0 \$	0 \$	D \$1	0 \$6	
PERMANENT FINANCING		9 154 44 46 46		Legisland W.	. १५ ५७ व्यक्तर	
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Loan Origination Fe				Fig. 25 Change of Contract of	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	2
Loan Origination Fe Credit Enhancement/Application Fe	в .,\$	0	-	400000000000000000000000000000000000000	10世紀7章	
Loan Origination Fe	в .,\$	0				1 - · · · · · · · · · · · · · · · · · · ·

#### AHD DEVELOPMENT BUDGET

Costs					DEVELO	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Color Penn, Filmoning Costs, (Specify)   50   50   50   50   50   50   50   5	DEVELOPMENT COST				New		Comments and explanation of basis changes
Other Penn, Financing Costs (Specify)  Total Premaramer Financing Costs (Specify)  Total Premaramer Financing Costs (Specify)  Substatistis Proveror  Substatist	Insurance	\$0			2.10.10.20.20.20.20.20.20.20.20.20.20.20.20.20	STREET,	
Cher Parm. Filteracting Coats   So			<del></del>		WAY ALCOHOLD THE	AL MARKSHALL	
Total Paramannt Flandeing Costs   \$0   \$0   \$0   \$0   \$0   \$0   \$0   \$						MARKATARAN MI	•
Solutional Forward   Sol			40				
Cher   Albany   Control							
Legal Pad by Applicant   30							
Other Attorney Costs, (Specify)	LEGAL FEES	WHILE UK		TENEST CONTRACTOR	1335	Anterior Section 1	THE REPORT OF THE PROPERTY OF
Other Attorney Costs: (Speedly)	Legal Paid by Applicant	\$0			•		•
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Other Afformy Costs   Sp.   Sp.   Sp.	Other Attorney Costs; (Specify)	\$0					
Total Afformsy Costs   \$0   \$0   \$0   \$0   \$0   \$0   \$0   \$							•
Construction Hard Cost Confingency   So			\$0	90.0	¢r.	\$0	
Operating Reserve					AR C. N. JULY 18 W T. 19 1		
Replacement Reserve			PORTO DESIGNATION	经现代等的编码表 20		ASSESSMENT OF THE PARTY OF THE	一大學者以此時以前後於中華中國共產黨者以前一個軍事
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Rent Reserve Costs (Specify)   30   30   30   30   30   30   30   3	. Replacement Reserve	\$0				14年12年15日	
Other Reserve Costs (Specify)	. Transition Reserve	\$0			加斯州級	[紫海湖港市県四	
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Construction Hard Cost Contingency					Principal Strain	MARKET VIZE SERVE	<u> </u>
Construction Hard Cost Contingency   \$0   So   So   So   So   So   So   So   S	h					(19)为6年+166位	
Soft Cost Contingency	CONTINGENCY COSTS	是中华的		等的特殊的	<b>建筑设置的设施</b>	[4] "特别"(特别)	1450000 10000000000000000000000000000000
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Total Contingency Costs   \$0   \$0   \$0   \$0   \$0   \$0   \$0   \$	Soft Cost Contingency	\$0					
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Environmental Audit		<del>                                     </del>	1- 50 - AUSTRA	HARRING THE C			1 St. Clark the transfer also also predicated as the wilder SSAF
Local Development Impact Fees   \$0					and Physical Control	· 高级数据表示 经基础的证据	
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Capital Fees	Local Development Impact Fees	\$0				l·	j
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Marketing	Capital Fees	. \$0				1	1
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Market Study		<del></del>		<del> </del>	1101,131,111	1 100 1 2422 2400 400	
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Appraisal Costs   \$0		<del></del>		ļ		ļ	
Other Costs: (Specify)				ļ			
Other Costs; (Specify)	Appraisal Cost	\$0		<u> </u>			]
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Developer Overhead/Profit					<del></del>	<del></del>	
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Developer Overhead/Profit   \$0	DEVELOPER COSTS	A 6000000000000000000000000000000000000	· 他是是		44830000	138144843	。1990年1月日初於100日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日
Consultant/Processing Agent   \$0				1	1	1 .	
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Broker Fees Paid to a Related Party   \$0			<del></del>	<del> </del>	<del> </del>	+	
Construction Oversight by Developer   \$0				<del> </del>	<del> </del>	<del> </del>	1
Other Developer Costs: (Specify)				-		<b>↓</b>	
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Total Eligible Basis: \$0			· · · · · · · · · · · · · · · · · · ·				
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	L			10	DF 2019	\$1 -	<u> </u>

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

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AFFORDABLE HOUSING DEVELPMEN	IT (AHD)	100 0000	No. 1842.25	Santa Patricia	ed a obligation	Ja. 1941	F. P. Maday (L.)	AHD Res	sidential and	HRI Perma	nent Source	s of Funds	richten unt	o Milanda	vertical areas	entral dia da	والمتالك والكرا	2. V. 18172	;;	1	: Commer	dal Sources	T.
USES OF FUNDS Soll cost in red (Idial ARSC ARD lielow)	Total Cost from AHD Dev Budget	AHSC HRI Grant	AHSC AHD Lean		٠.	0	0	. 0	5		۰.	D	С	0		0	Equity investors	Total Residential Sources	Hesidenilal Costs	Commercial Costs	Source Neme:	Source Name:	Resident Cost Difference Dev Rudg
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AND COST/ACQUISITION Land Cost of Value	30		1	· Charry	1	1 1 1 1 1 1 1 1	<del> </del>	<u> </u>	1	4.5	-	12 - 20 16 6		. <u>229,77</u> 2	- 197 h		4. 5.2.	\$				12	1
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General Requirements										-				<b></b>				3.0 \$4					
Contractor Overhead Contractor Profit	30 30		<del> </del>			ļ		<del> </del>	<del> </del>	<del> </del>	<del> </del>		<del> </del>	<del> </del>	<del> </del>	<del> </del>		31					+
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Ujban Greening Other Reimbittation: (Specify)	\$0		ļ	ļ	<del> </del>	ļ	ļ			<del></del>				<b></b>		<del> </del>		. \$(					+
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Total Survey & Engineering	20		<del> </del>	N. F. Mar. 1. 1	1		45.5	37577	1 grant 1 3 %		14 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	24 10 2 37 2	<del></del>	1,54 1, 2		174.14, 3,	-	1 2727.0 /	30	10			1
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Total Construction interest & Fear	\$0		\$0			50						\$0				\$0	\$0	20				\$0	
PERMANENT FINANCING	50			2	-7	<i>"</i>		1 110	******	71	·	e/1 (m. y)**		100	ننبنا	7 35 7 K	1 / 157A	\$0	30	50		* * * *	1
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Olher Perm, Ferencing Costs: (Specify)	\$0 50				-		<b> </b>										<del></del>	· 10					<del> </del> -

AHD and HRI Permanent Sources and Uses PIN 1995 AHD Residential and HRI Permanent Sources of Funds 2010 and :Commercial Sources ; AFFORDABLE HOUSING DEVELPMENT (AHD) Mark Transcription (1995) Total Cost from AHD Dev Budget Residential Cost Difference bev Budget vs. Sources Tolsi Residentisi Sources AHSC HRI Grant AHSC AHD Total Total Total Permanent Financing Costs Subtotals Forward LEDAL FEES Legal Paid by Applicant Other Allotney Costs: (Specify) Other Allotney Costs: (Specify) Other Attorney Costs: (Specify) 50 Operating Reserve
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Other Reserve Costs; (Specky)
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Total Contingency Costs
DTHER PROJECT COSTS TOAG Application/Monitoring Fees
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Perms Presenting Form Capital Foes Working Fornithing Merrel daug nanoPennonnok Approles: Conta Other Costs: (Specify) Other Costs: (Specify) Other Caste: (Specify) Other Caste: (Specify) Other Casts: (Specify Olher Casis: (Sperfy) Total Other Costs SUBTOTAL PROJECT COST Davaloper Overhead/Profe Obvioloper Overhead/Proto
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Construction Oversight by Develope: Other Developer Costs: (Specify)

Total Developer Costs

TOTAL PROJECT COST HOUSING RELATED-WERNSTRUCTURE (HRI) Gen Microman (J HRT reducing 1-351) ente contented view of Chier Sta Acquisition (Speaty): TOTAL SITE ACCUSTRION (NOT P ARKNO) Clessing and Onabbing Dismatten Extraording and Onabbing Ordering (Inc.) of Chief (Inc.) of Chief (Inc.) Extraording (Inc.) of Chief (Inc.) Section (Inc.) of Chief (Inc.) Section (Inc.) of Chief (Inc.) Constanting (Inc.) of Chief (Inc.) Entertail (Inc.) Dewatering Other Site Preparation (Specify): Citer Sile Preparation (Specify); TOTAL SITE PREPARATION COSTS ... Serilary Sower
Polable Water
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AFFORDABLE HOUSING DEVELPMENT (AHD)		4					AHD P	Idential con	U HKI PERM	nent Source	rces and Us	Co PHY	Charles St. Company	Sec. 1 1 9			. 34 .			Commerc	lal Sources	
T-t-1	1 172	4	100 575 (2.2	Francisco Constitution	77.4 4 9. 4 3.44 4.	1 212	: And Res	insurar auc	Incircima	Tierr outce	or Latios	Lan normali	i na manana a ta	Trans. I facility	1	1 1100 mm		<del> </del>	<del> </del>	Commerc	isi Sources /:	Kasidenthi
USES OF FUNDS (cost from AND Dev Budget	AHSC HRI Grant	AHSC AHD		0 -	0	٥	0				•	0	. 0	٥	•	Equity Investor:	Yolal Residential Sources	Residential Costs	Commercial Costs	Source Name:	Source Name:	Differance Day Rudget
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Waking/Bike Path			:														50					
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Residential Paiking Structures																	50			•	•	
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ratio Feat Vaste Water		<del> </del>	ļ	ļ										<del> </del> -		ļ	02					
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AFFORDABLE HOUSING DEVELPMENT	r (ahd)	A 100 M	sa da serrapia	ingrapi Kata	t <del>e i deffe ti</del>	- 10	-647.±	AHD Res	idential and	HRI Perma	neni Source	s of Funds	الهي المردولين	1.00	ilis transfer		- 1	*:: _:\#\id=:	i		·· Commen	lal Sources	
uses of funos	Total Cost from AHD Day	AHSC HRI	AHSC AHD .			0	,	] ,-							b	0	Enulty investors	Total Residential	Residential Coats	Commercial	Source Name:	Source Name:	Residentis Gost Difference
Soil cuit in sed (fotel AHSC AHD below)	Budget	Grant	Loun	Į.	1	ł		1				1						Baulcas	Costs	Costs	Source Name;	Soute Name:	Day Budge
50	-					1		1				· ·							Total*	Total	ĺ	Ĺ	Vx. Sources
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Other Soft Costs (Specify);			T					1			1.		1					. 50					
TOTAL COPT CODTS		\$1	30	\$0	10	\$0	50	\$0	. 20	20	30	50	50	20	20	\$0	02	\$0					
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Other Costs (Specify);								I										\$0					
TOTAL OTHER ASSET COSTS :	ni tani.	30	50	. 30	\$0	\$0	\$(	\$0	50	\$0	50	\$0	50	-30	\$0	50	92	\$0	•				
HRITOTAL PROJECT COSTS		\$6	50	\$0	\$10	50	30	02.	50	. 50	30	10	50	50	\$0	20	01	\$0	\$0	\$0	\$0	50	ĵ.
AND TOTAL PROJECT COSTS		30	50	30	30	. 50	se	50	30	30	30	\$0	30	50	\$0	30	\$0	50	\$0	50	- 30	10	ภ์
TOTAL AND & HRIPROJECT COSTS			50							2. 12. \$0		50		50	. 50		20		62	.,4.1	50	~ est 1, 11.50	ıî .
Provide Urbon Greening Deleils and explain v	nusual or extrao	etinary circumsto	near that have ram	uited in higher the	n expected project	casts; provide a ju	uillicollon as lo w	my those casts are	retsonoblo.														•
•	•											•								**			

	Complete all yellow shaded cell	<del></del>			
roject Name:		County:		t's Propose D Phase:	od Tax Credits:
Unit Size	TCAC Threshold Basis Limits (TBL)	Nun	ber of Units	D Fliase.	Origination Basis x
SRO/Studio			0		Number of Units \$0
1 Bedroom			0 .		\$0
2 Bedrooms			0		· \$0
· 3 Bedrooms			0		\$0
4+ Bedrooms			0		\$0
lumber of Manager Units	s in Project: TOTAL UNITS:		0		
		TAL UNADJUSTED TH		/IT (TBL):	\$0
· · · · · · · · · · · · · · · · · · ·	10327(c)(5)(A-F): (a) - (e) below саппот ехсее			Yes/No	
federal prevailing wa	or part out of public funds subject to a legal requiges or financed in part by a labor-affiliated organi Who are paid at least state or federal prevailing w	ization requiring the		,	\$0
the Public Contract (	(1) they are subject to a Project labor agreement Code, or (2) they will use a skilled and trained wor ode to perform all onsite work within an apprentice (5%)	kforce as defined by	§25536,7 of the		\$0
	oject required to provide parking beneath residen of an on-site parking structure of two or more lev		nder" parking) or		\$0
	care center is part of the development. (2%)	N-77/		<del>                                     </del>	\$0
<u> </u>	ercent of the units are for Special Needs population	ons. (2%)			\$0 .
Project where at leas	st 95% of the Project's upper floor units are service	ced by an elevator. (	10%)		\$0
f) Project applying und (up to 10%)	ler §10325 or §10326 of these regulations that inc	clude one or more of	the features below.		\$0
annual electricity us solar accessible roc roofs, equipment is Project not availing renewable generative of annual electricity solar accessible roc roofs, equipment, solar accessible roofs, equipment, solar acce	cork, salvaged or FSC-Certified wood, natural linoleum, athrooms (where no VOC adhesives or backing is also stained concrete, cork, salvaged or FSC-Certified wood	Ion based on at least 90 of area less north facing partment set-backs and an increase under parago, (5%) or more of annual cocarports, is insufficient ration based on at least of area less north facing partment set-backs and an increase under parago, (2%) and than the 2016 Energiculating department has ecomplete, then newly 1013 Energy Efficiency Sergy use (or improvement module of CEC approvater used for Communit quals or exceeds 20,000 improvements that prosecure storage space improvements that prosecure storage space in a communit quals or exceeds 20,000 improvements that prosecure storage space in a communit quals or exceeds 20,000 improvements that prosecure storage space in a communit quals or exceeds 20,000 improvements that prosecure storage space in a communit quals or exceeds 20,000 in a communit quals or exceeds 20,000 in a communit quals or exceeds 20,000 in a community of the commu	of the available roof area for sloped I access routes. A graph (2) only if the ommon area electricity for provision of 75% to 10% of the available roof area for sloped I access routes. A graph (1) only if the y Efficiency Standards determined that constructed Project standards (California ent in energy ed software. (4%) y Gardens) or irrigate 0 gallons or 300 wide a viable growing for tools, and mic tile in all kitchens, at linoleum in all		
	smic upgrading of existing structures, and/or requ				\$0
mitigation as certified	ed by the Project architect/ engineer. (lesser of co	osts or 15% basis adj Certifled Costs of Wo		┨.  ̄ ̄	
(h) Local development	impact fees required to be paid to local government	ent entities. Certifica		<u> </u>	\$0
(i) Projects within a coun	ees also required. WAIVED IMPACT FEES ARE sty with an unadjusted 9% threshold basis limit for a 2-be	edroom unit equal or les		No	\$0.
County		tunity Map	10 /0]	1.	
eligibility:	Tract ID #: Reso	ource level:	Series - 1		
<u> </u>			THRESHOLD BAS		\$0
		Adj. Threshold Bas ST TEST RESULT:	o%	"nh" 100://0;	
(n) = ( 1 = 1 = 1 = 1 = 1	is (AHD Dev Budget F119)	J. ILUI NESULI.	\$0	<del> </del>	
	IS LAMILLIAN BUILDAN PUTAN		. 3U '	1 '	

	HCD 2019	Developer Fee Calcula	ator - revised 8/7/19 (complete Y	ELLOW shaded	cells)	
Project Phase:	Origination	Proposed Project Type:				
Project Name:						
Project's Dev	eloper Fee Summary (	SEE INSTRUCTIONS ABOV	Œ)	HCD Limit	Project Amt.	
Max Total	Developer Fee - 2d		•	\$0	\$0	
Max Devel	oper Fee payable from	development funding sou	rces - lesser of 1h & 2d	\$0	\$0	٠.
Deferred I	Developer Fee payable	on a priority basis from av	ailable Cash Flow	\$0	\$0	• •
Deferred I	Developer Fee payable	exclusively from Sponsor	Distributions - 2h	\$0	\$0	
		or Actual Developer Fee Contributed as Capital	\$0	Deferred F	eveloper Fee	
D - 4 - 1 114						
		Projects (project costs per TC)	AC 9% rules)  Number of Affordable Tax			
a. Project's typ	e of construction:		Credit Units	0		\$2,000,000
b. Project's Eli	gible Basis (exclude Develo	pper Fee)	,	\$0	x 15% =	\$0
c, Basis for No	n-Residential Costs (Comr	nercial - exclude Developer Fee	)	\$0 ·	x 15% ≃ ·	\$0
d. Max develo	per fee that could be incl	uded in project costs under 9	% rules - lesser of 1a or (1b +	1c):		\$0
	•	ruction only §10327(c)(2)(A)			<u>\$0</u>	
_	ed Threshold Basis Limit -		gible Basis reduced to reflect ex	rolusion of DE in		\$0
f1. Total Eligible	Basis - §10327(c)(2)(A)	\$υ ÷ €	excess of TCAC cash out thresh	old §10317(i)(6)	f1 - f2 + f3	\$0
f2, Developer F	ee in Eligible Basis		of DF in EB inc. in high cost test \$2.5M + \$10,000 per affordable		\$0	
g1. High Cost T	est Factor	0.000% 200.000%		g2. (200.0% +	100%) / 2	150.000%
i. Maximum i	Developer Fee payable fro	m development funding sour	ces - UMR §8312(c)(1)			\$0
Section 2. UMI	₹ §8312(c)(2) - Maximum	Developer Fee allowed in Elig	ible Basis under TCAC 4% rule	es		
Max Develo	per Fee allowed in Eligib	le Basis under TCAC 4% rules	<b>s</b> ,			
a. New Constr	uction & Rehab - Unadjuste	ed Eligible Basis (exclude Develo	oper Fee) - §10327(c)(2)(B)(i)	\$0	x 15% =	\$0
b. Not Applica	ble .			\$0	- ×15% =	\$0 .
c1, Not Applica	ble					
c2, Not Applica	ble					
c3. Not Applica	blė			•		. •
c4. Not Applica	ble			\$0	X 5% =	\$0
d. Maximum I	Developer Fee in Eligible	Basis under 4% rules §8312(c			-	·\$0
Max Devel	oper Fee per §8312(c)				, part part part part part part part part	
e. Total Deve	loper Fee Limit including	deferred fee - Eligible Basis u	ınder 4% rules total UMR §831	2(c) (2d)	\$0	
h. Total Budge	eled or Actual Developer Fe				\$0`	•
i. Budgeted D	Developer Fee paid from De	velopment Sources	Sum of Deferred and Contributed Developer Fee	80	\$0	•
j. Deferred D	eveloper Fee ṗayable on	a priority basis from available			\$0	•
Section 3, UM	R §8312(a) Instructions:	Complete the vellow, shaded ce	ells - choose only one in the 'A',	'B' or 'C' section	S.	
		hab projects UMR §8312(a)(1)				. ,
	units (include manager's ur		. 0			
a2. First 30 uni		\$27,000 each	<del></del>	- ·		
a3. Units in exc		\$10,500 each		\$ -		
a4. Total (a					- \$ -	
ļ	and rehab projects UMF	R \$8312(a)(2)			·	
with constr	uction cost for rehab work (	excluding contractor profit and o	verhead) between \$10,500 - \$37	7,000 per unit		•
b1. Number of	units (include manager's ur	nit) `	0			
b2. First 30 uni	ts at:	\$12,000 each	•	- \$ -		
b3. Units in exc	cess of 30 at:	\$5,500 each		\$ -		
b4. Total (t	o2 + b3)				<b>\$</b> -	
c. All Other p	rojects <i>UMR §8312(a)(3)</i>		,			
c1. Number of	units (include manager's un	nit)	. 0			
c2. Total a	t: .	\$2,000 per unit		-	\$ -	
d. Sponsor ca	pital contribution of fund	ls or real property UMR §8312	( <u>d)</u>		\$0	
e, <u>Maximum</u>	allowable Developer Fee	(a4, b4 or c2; plus d)			\$	-

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	Project Name		Brief Descr	iption		Address	City	Zi	р	County	Lat.	Log		acts	A	PNs 
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	Bike Facility (BF)	1 Linear Mil	es: BF1 Type:	Bike	Facility 2 Linear N	Ailes.	BF2 Type:		Blk	e Facility 3 Lis	l Par	Miles.		BF3	Type:	
afe	and Accessible Wa	alkways - len	gth (in feet) of new or re				Routes Impro	ved:		Added or						
	r# and Cross		AHSC Funds			SC Funds .	T 5	Under			ISC F	unds	L		L	•
mo ach	unt for Rail Cars		C Funds AHSC Funds	Street Cars Vans	AHSC Funds AHSC Funds		Buses Total New		SC F.u		ISC N	lew V	/ehicle	Funding		\$0
	MANAGEMENTON															10\P\[\]
		oital improve	ments in the STI budge	t result in the imp	provement or addit	ion of infras	tructure that e	ncourage	s mod	le-shift by ent	ancir	ng: 1)	public	transit a	ccess;	2)
ede	stnan network; or 3	s) Dicycle net	work (includes public bit	ke-share infrastru	ucture and fleet) w	ithin the def	ined Project A		ng the Budg			t Car			rage	
i) To	otal amount of eligi	ble STI soft o	costs cannot exceed 309	% of the total AH	SC Program awar	d.			\$(			\$0			0	Ok
			Costs associated with t	the implementation	on of the Capital P	roject canno	t exceed 10%	of	\$(	0, .		\$0			60	Ok
	osts associated wit		nat are required as a co	ndition of local ar	nproval for the ST	2 1	f Yes, upload	document								
ÁΑ	ST File:	STI Cap P	roject Costs Doc	umentation show	ing Capital Projec	t costs are r	equired as a c	ondition o	-		the S	ΤI	F	ile Uploa	ded?	
			amount for your STI Ca				t exceed \$10N	17								Ok
			nded cost do not include mother feasible, availab				ion thereof to	be funded	l hv Al	HSC or if the	cast i	s incu	irred p	nor to the	AHS	c
war	d;								•		,					_
				astructure (includ	ding transit fleet, n	ot including	AHSC funded	transit se	rvice	expansion);						
3) Ir	leu fees for local	inclusionary	ons of transportation info housing programs; nd the term of the grant	·		_	AHSC funded	transit se	rvice	expansion);		•				
3) lr 4) C 5) A	n lieu fees for local Ongoing operationa Ill costs associated	inclusionary I costs beyon with automo	housing programs; nd the term of the grant obile or motorcycle parkl	(three years) for ing (excluding ele	Program Costs; a ectric vehicle char	nd jing infrastr	ıcture).									
3) Ir 4) C 5) A	n lieu fees for local Ingoing operationa Il costs associated	inclusionary I costs beyon with automo	housing programs; nd the term of the grant obile or motorcycle parkl	(three years) for ing (excluding ele	Program Costs; a ectric vehicle chart STI Grant T	nd ging infrastru erms §104	icture).	\$ \$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	<u> </u>					3 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	960p	
3) Ir 4) C 5) A 1) V	n lieu fees for local ongoing operationa all costs associated Ve certify the STI g	inclusionary I costs beyon with automo rant does no	housing programs; nd the term of the grant obile or motorcycle parkl of resull in a profit that ex	(three years) for ing (excluding ele exceeds the comm	Program Costs; a ectric vehicle char STI Grant T nercially reasonab	nd ging infrastr erms §104 le range for	icture). (c) other improve	ments of	similar	r size and leve	el of r	isk.				
3) Ir 4) C 5) A 1) V 2) V	n lieu fees for local ongoing operationa all costs associated when the string the STI government of the string	inclusionary I costs beyon With automo rant does no at AHSC Pro he AHSC Pro	housing programs; not the term of the grant obblie or motorcycle parkled to the grant in the subject of the grant funds will be ogram grant funds of funds.	(three years) for ing (excluding ele exceeds the common e disbursed as re Costs incurred pr	Program Costs; a sctric vehicle charge STI Grant Theretally reasonabelmbursed progression to execution of	nd ging infrastruerms §104 le range for as payments the Standa	cture). (c) other improve for eligible co	ments of sts incurre are not el	similar ad afte	r size and lever the execution for reimburse	el of r on of ment	isk. the S	tandar	d Agreer	nent in	the
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	construction of the project has not o				Is for other uses according the Dept. of	Connections	
	and Monitoring Program (FMMP) w		iet working lands, of flatte	ai iesonice latta	is for other uses document the Dept. or	CollectAnnile	'
	cumentation the STI Project site is r					= 1, 1 1 16	
FAAST File: If "No", demonstrate	STI No Ag e that the AHD Project site qualifies		e is not within land design ed in Appendix A); '	ateu as agricult	uanand per rivine tool.	File Uploaded?	
FAAST File:	· STI Ag Infill	Applicants seeking an e			st demonstrate that the STI site	File Uploaded?	•
	by a local public works department, applicable local rules, regulations, co				de document below. I certify that the ST :	I improvements are	
FAAST File:	STI Local Approvals	regulations, codes	, policies and plans enforc	ed or implement		Files Uploaded?	
of equal or greater displaced residents residential dwelling demolished within t	affordability, and equal to or greater to These no net loss requirements (§ units affordable to lower income ho	than the number of the 106(a)(20)(C)) apply whuseholds currently exist oplication. Explain below	demolished affordable un lere an STI Project is prop or where there have beer how this requirement is s	its located within losed on any pro a dwelling units re	monstrate the replacement of demolish comparable access to transit and inclu pperty which includes a parcel or any po estricted to lower-income households w placement affordable housing developm	de first right of retum to rtion of a parcel on whi hich have been vacate	o ich ed or
Please provide the please enter "N/A"	actual or anticipated completion da	te for the following perfo	rmance milestones for ea	ch applicable Ca	pital Project. If a milestone is not applic	able to a Capital Proje	ecl,
Note: It is acknowl					which have previously been met, pleas e applicable items below. If not applicable		
Project, please ind				<u></u>	·	· · · · · · · · · · · · · · · · · · ·	D-1
	lestone Schedule agreement between the Recipient ar	nd developer of the prop	osed development detallio	ng the terms and	conditions of the Project development		Date
Site Control of site	(s) by proposed developer.	,					
	ecessary environmental clearances ssary and discretionary public land u		d under CEQA and NEPA	١,			
	al Construction Drawings and Speci		ite local permitting authori	ty.		<del>-</del>	
Commencement o	f construction.						
Construction comp Program funds full	eletion and closeout.						
. regrand full de full	,				Have all milestone dates bee	en entered above?	

#### Sustainable Transportation Infrastructure (STI) Sources and Uses Budget PIN

If proposing multiple distinct STI Capital Projects, prov	ide detail for eac	h Project in s	eparate budget	below. Amou	nts from each b	udget will autos	um at the botto	m. The sum wil	be used to de	termine the tota	STI funds reques	ted and cost cap.
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If proposing multiple distinct STI Capital Projects, provide	de detail for ea	ch Project in s	enarate budgets	below. Amour	nts from each hi	idaet will autos	sum at the botto	m. The sum wil	I be used to def	ermine the for	al STI funds remie	sted and cost can.
ii brohosing mulithis distinct 313 Cabitai Projects, brown											Self-self-self-self-self-self-self-self-s	Steu And Cost Cap.
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#### Sustainable Transportation Infrastructure (STI) Sources and Uses Budget PIN

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otal STI#2 Budgeted Project Costs	\$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.

			<del></del>	er	BUDGET #3 -							
Environmental review/studies	T	<del></del>	1	7	DODGET #3-	1		T	r	7	\$0	<del></del>
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Site or right of way acquisition for Cap. Improvement Project	<del></del>	<del> </del>	<del> </del>	<del> </del>	<del> </del>	<del> </del>				<del> </del>	\$0 .	
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#### Sustainable Transportation Infrastructure (STI) Sources and Uses Budget PIN

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tal STI #3 Budgeted Project Costs	\$0	\$0	, \$0	\$0	\$0 ·	\$0	\$0	\$0	\$0	\$0	\$0	

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

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		· TO	TAL SUSTAINA	BLE TRANSPOR	RTATION INFRA	ISTRUCTURE (S	STI) BUDGET					
Total Soft Costs	\$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	•
Total Site Utilities .	\$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	
Total Transit and Station Areas - Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Urban Greening	\$0 .	\$0	\$0	\$0	\$D ·	\$0	\$0	\$0	\$0	\$0	\$0	
Total Impact Fees	\$0	\$0	\$0	. \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 -	
Total Activity Delivery Costs	\$0	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Other Capital Asset Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$D	\$0	\$0	\$0	
Total STI Budgeted Project Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 ·	\$0	\$0	\$0	

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	T File:			ocumentation sho			quired as a					File U	ploaded?	Γ
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	osts are not eligibi d:	e if there is a	mother feasible, avail	able source of cor	nmitted funding	tor the STI portion	on thereof to	be funded t	y AHSC or if the	ne cost	is incurr	ed prior t	to the AHS	sc
		ce or operation	ons of transportation i	infrastructure (inch	uding transil fie	et, not including A	AHSC funded	transit serv	ice expansion	);				
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	ngoing operationa	l costs beyo	nd the term of the ara	ant (three vears) fo										
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76	April Augus data	<b>美福州</b>	obile or motorcycle pa	arking (excluding e	lectric vehicle o	harging infrastructure. Int Terms §104	(c)					11145-AC	VALE	J. 57.
V	Continue that the	்(/ இச்சில் grant does ர	obile or motorcycle pa ot result in a profit tha	arking (excluding e	lectric vehicle o TRA Gra nmercially reas	harging infrastruc ant Terms §104 onable range for	(c) other improv	ements of s	mllar size and	level of	risk.	•		
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		Transportation Related Ameni	ties (TRA) PIN			$\neg$
(11) Does applicant	or Developer of Project have Site Contro	of for each TRA Project? If yes, enter site con			ite Control Appendix A)	ㅋ
	(See Site Control in Appendix A):			Most recent document execu	tion date:	$\exists$
If leasehold estate:	Rent based on restricte	d land value? Is acquisition cost	\$0 in Dev. Budget?	Prepaid lease loan u	used? If so answer (a-c)	
(a) Funding amount	based on the Present Value of lease	(b) Lender requesting Res. Receip	ts (not permissible)	(c) Has loan amount been en	stered as a finance cost?	
payments?				(b) Flas to all allocation becomes	morea de a imarios eser.	
Describe any specia	al circumstances, e.g. if there are multiple	TRA projects provide site control information	n for each.			
FAAST File:		Appropriate documentation to demonstrate the			Files Uploaded?	
		oviding evidence of two prior TRA projects sinon due date. May demonstrate the requisite				3a
		on due date. Iway demonstrate the requisite of the care provide an executed agreement with the				- 1
	AHSC Project for which funding is sough		iat apecine cocanty t	i transportation Agency for the co	inplement of the 1104	١
1		st Project #1		TRA Past Project #2		
Project Name	7,01,14					$\dashv$
Development					•	$\neg$
Entity		•	,			- 1
Completion Date						
		, ,				
Delat Dag		•		•		
Brief Description	•	•				- 1
				•		1
		Where the party making improvements fund	ed by AHSC in not a	public entity, an executed	I T	
FAAST File:		agreement from a public agency certifying th			Files Uploaded?	
		improvements,		· .		i
(13) We certify as o	f-the application date, the applicants or t	he TRA real property is not party to or the sul	oject of any claim or	action in the state or federal courts		
		nenced as of the application deadline set fort				
		of agricultural or other working lands, or natu	ıral resource lands fo	or other uses according the Dept. o	of Conservation's	. 1
	and Monitoring Program (FMMP) websit		v 510454			
		vithin land designated as agricultural land per onstrate TRA site is not within land designate			File Uploaded?	
FAAST File:	TRA No Ag Dem e that the AHD Project site qualifies as a		d as agricultural lan	a per Fivivir tool	File Uploaded /	
	(Appl	icants seeking an exemption to the FMMP de	dermination must de	monstrate that the TRA site	I	
FAAST File:		lifes as an Infill Site (as defined in Appendix A		Honorate that the 1100 pite	File Uploaded?	- 1
(21)(A) If approval t		her responsible local agency is required for the		ocument below, I certify that the Ti	RA improvements are .	
consistent with all a	pplicable local rules, regulations, codes,	policies and plans enforced or implemented	by that entity.			
FAAST File:		Statement from entity indicating the TRA Ca			Files Uploaded?	
		regulations, codes, policies and plans enforc				
		ts affordable to lower income households, the				
		than the number of the demolished affordab (a)(20)(C)) apply where a TRA Project is proj				
		olds currently exist or where there have beer				
	he five year period preceding the applica					.,
1	•				•	
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		the following performance milestones for ea				
please enter "N/A"						
		nes may have already been achieved. For the				ar
		e provide a projected completion date (MM/Y	Y) for each of the ap	plicable Items below. If not applicat	ole to the specific Capital	
Project, please indi						
Capital Project Mi		eveloper of the proposed development detailing	on the larms and as-	adillane of the Protect develor	· Da	I.C.
	greement between the Recipient and de s) by proposed developer.	seigher of the brohosed describitient deraill	of the ferms and col	idilions of the Froject development	·	
		uding those required under CEQA and NEPA			·	
	sary and discretionary public land use a		··			
		ons to the appropriate local permitting authori		<del></del>		
Commencement of			<del></del>		<del></del>	
	letion and closeout.					
Program funds fully						
				Have all milestone dates be	en entered above?	

Transportation Related Amenities (TRA) Sources and Uses Budget PIN

If proposing multiple distinct TRA Capital Projects, prov												ed and cost cap.
·	Addition (1965)	يعابير المناشعة فيدر	<u> </u>	teriosiotikla i	ALL.	FUNDING SOU	RCES WALKERS	2. 1590 <del>-3</del> 93,33	njalik kangalari	facion motor	-pack#1920	
Cost Category	AHSC TRA Grant	o	0	0	o	0	0	0	0	0	Sources Total	Comments
				TRA	BUDGET#1 -	<u> </u>	<del></del>		l	-L	<u> </u>	
Environmental review/studies			T	, , ,		Γ	Ţ		T T		\$0	
Plan Specification and Estimates .											\$0	
Right of way support costs									i -		\$0	
Site or right of way acquisition for Cap. Improvement Project .											\$0	
Other Soft Costs (Specify):										ļ	\$0	
Other Soft Costs (Specify):							ļ		· · · · · ·	<b></b>	\$0	
Other Soft Costs (Specify): Other Soft Costs (Specify):			<del></del>						ļ	<del> </del>	\$0 \$0	
Total Soft Costs (Spechy).	\$0	. \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Clearing and Grubbing					***			<del></del>		<del></del>	30	
Demolition			<del> </del>					ļ		<del> </del>	\$0	
Grading											\$0	
Soil Stabilization (Lime, etc.)		······································									\$0	
Erosjon/Weed Control											\$0	
Dewalering										ļ	\$0	
Other Site Preparation (Specify):			<u>-</u>	·							\$0	
Total Site Preparation and a second of the second s	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	. \$0	. \$0	\$0.	
Sanitary Sewer Irrigation			<del> </del>							<del> </del>	\$0	•
Storm Drain			<del>   </del>			l				<del> </del>	\$0	
Detention Basin/Culverts		•	<del></del>							<del></del>	\$0	
Other Site Utilities (Specify):											\$0	
Total Site Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$.0	\$0	\$0	\$0	\$0	
Aggregale Base											\$0	
Asphalt Pavement .											\$0	
Sidewalk, Curb and Gutter .											. \$0	
Street Lights		······································									\$0	
Striping/Barricades (Bicycle Facilities) Signage											\$0	
Organical Signals											\$0 \$0	
Roundabouts, median islands or curb extensions		· · · · · · · · · · · · · · · · · · ·								<del> </del>	\$0	
Other traffic calming surface improvements			<u> </u>							<del> </del>	\$0	
Other Street Improvements (Specify):		· · · · · · · · · · · · · · · · · · ·									\$0	
Total Complete Streets Improvements - Construction &	\$0	\$0	\$0	\$0	\$0	. \$0	\$0	\$0	\$0	\$0	\$0	
Striping/Barricades (for dedicated bus lanes)											\$0	
Sidewalk, Curb, and Gütter											\$0	
Street Lights											\$0	
Signage											\$0	
Signaling Prioritization Technology  Boarding Infrastructure											\$0	
Sealing/Benches										<u> </u>	\$0 \$0	
Bus/Transit Shelters							<del></del>		<del>:</del>	L	\$0	:
Other ITS Technology	·										\$0	-
Other Transit Station or Stop (Specify):											\$0	
Other Transit Station or Stop (Specify):											\$0	
otal Transit Station or Stop - Construction ( 18.18 (18.18) 24.18).	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	•
treet Trees											\$0	
lioswales .											\$0	
andscaping						·					\$0	
Other Urban Greening (Specify):											\$0 .	
otal Urban Greening (Specify):	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0 \$0	
Breet Furniture	- au	- \$U		30	30	\$0	30	\$0	- \$u	υ¢	\$D	
licycle Repair Kiosks					<del></del>						\$0	
licycle Storage or Parking											, \$0	
Prinking Fountains											\$0	
Other Amenities (Specify):											\$0	
Other Amenities (Specify):											\$0	
otal Amenities : ১৯৮৮ এই নিজনি আনু বিশ্বস্তুত্ব কর্মনার করে	\$0	\$0	\$0	\$0	\$0	\$0	.\$0	\$0	\$0	\$0	\$0	
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#### Transportation Related Amenities (TRA) Sources and Uses Budget PIN

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Service of the control of the contro	•		1992 (1993 - 1993 <b>/</b> 24 (1993 )		<u> </u>	A. J.	1 014151140,000	1000 4, 19 5.	<del>2-1-19-18-2-18-18-18-18-1</del>	21 - 160 May 300 200 475 L	<u> </u>	500 10 January 20 10 10 100 J	
THE ADDRESS CONTROLLED SERVICES SERVICE	Cost Category		0	0 .	0	0	0	D	. 0	0	. в	Sources Total .	Comments
THE ADDRESS CONTROLLED SERVICES SERVICE	otal Impact Fees No.	\$0	\$n	\$0.	\$0	\$0	\$0	50	\$0	\$0	\$0.	\$0	
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AND ACTION PROBLEMENT CONTROL 1982   35   35   35   35   35   35   35   3	Other Activity Costs (Specify):					f	<del> </del>		<del> </del>	<del></del>	·		
Processor   Proc		**	20	<u> </u>	60	en en	en	50	ŧn.	en	**		
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Year   Character Country   20   10   10   10   10   10   10   10						ļ	<del> </del>						
Seal TRAIN   Played Project Costs   50   50   50   50   50   50   50   5							<del></del>		<del> </del>				
TRA BUDGET #2-													
Environmental review Audies  In South Control of Case September 1											\$0	\$0	
1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,00												. 1	
in Specification and Estimates	· · · · · · · · · · · · · · · · · · ·			r	. TRA	BUDGET #2-	<del>,</del>			<del>,</del>	<del>,</del>		,
Sept of laws support costs			<u> </u>					<u> </u>	<del> </del>	<u></u>	<b>_</b>		
Bear of plan of way acquisition for Cape, Improvement Project						<u> </u>	ļ	<u> </u>	<u> </u>	<u></u>			
Diese Self Code (Selectify)													•
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So   Particular   So   So   Particular		<del></del>	<u>+</u> v	<del></del>	<u></u>	<del></del>	<del> </del>	<del></del>	<del> </del>	<del> </del>	<del> </del>		<del></del>
realing (Mise) (Early Face) (Mise) (M				<del> </del>			<del> </del>	<del></del>	<del> </del>	<del></del>	1		
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Sewalering   Sign   S		i											
Differ Sill Preparation (Speeldy):											<u> </u>		
Total Site Preparation								<u> </u>			<u> </u>		
Samilary Sewer rigistion   So   So   So   So   So   So   So   So						l			1		1	\$0	
Searliany Sewer ingiation   So   So   So   So   So   So   So   So		\$0	\$0	. \$0	\$0	\$0 -	\$0	\$0	\$0	\$0	\$0	\$0	
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									1			\$0	
Detail of Basin/Culverts		•							,		· · · · · · · · · · · · · · · · · · ·		
Ther Sile Utilities (Specify):													
State   State   Utilities   State											<del> </del>		
Signate Base   Sign		60	<b>*</b> 0	•0	en .	ŧ0	t n		±0	60	60		
Sphale Pavement		30 ,	30	***	- 40	30		30			30		
Idexwalk, Ourb and Gutter			· · · · · · · · · · · · · · · · · · ·						ļi		<u> </u>		
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Itriping/Barricades (Bicycle Facilities)   \$0											<del> </del>		
Ignage													
Trasfic Signals											L		
oundabouts, median islands or curb extensions         \$0           ther traffic calining surface improvements         \$0           ther Street improvements (Specify):         \$0           otal Complete Streets Improvements - Construction (Streets):         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0         \$0													
Souther traffic calming surface improvements   Souther traffic calming surface   Souther traffic calming s												. \$0	
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## Street Improvements (Specify):  ## Specifical Improvements (Specify):  ## Specifical Completes Street Improvements - Construction											<del></del>		
State   Complete Streets   Improvements - Construction   State   Sta							<del></del>				<del> </del>		
Imping/Barricades (for dedicated bus lanes)   \$0		50	*n	<u>sn</u>	*n	. \$0	\$0	\$0	50	<b>\$</b> 0	\$0		
So   So   So   So   So   So   So   So				40	**	40		40	75	<u></u>	<del>                                     </del>		
So   So   So   So   So   So   So   So									<del> </del>		<del></del>		
ghage         \$0           gnaling Prioritization Technology         \$0           parking infrastructure         \$0           safting/Benches         \$0           ss/Transit Shelters         \$0           her ITS Technology         \$0           her Transit Station or Stop (Specify):         \$0           her Transit Station or Stop (Specify):         \$0           her Transit Station or Stop (Specify):         \$0           test Transit Station or Stop - Construction (Specify):         \$0           test Trees         \$0           \$0         \$0           \$0         \$0           \$0         \$0           \$0         \$0           \$0         \$0           \$0         \$0           \$0         \$0           \$0         \$0           \$0         \$0		· · · · · · · · · · · · · · · · · · ·				<del></del> :			<del> </del>		<del>                                     </del>		
So   So   So   So   So   So   So   So											ļ		
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So   So   So   So   So   So   So   So											<del> </del>		
ther Transit Station or Stop (Specify):	her Transit Station or Stop (Specify):								<del> </del>		<del></del>		
tal Transit Station or Stop - Construction (1994)						·		·	<del> </del>		<del> </del>		··
eel Trees \$0													
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	20	\$0	\$0		
psygales	reet trees								l l			\$0	

Striping/Barricades (Bicycle Facilities)

Stripping/Barricades (Bicycle Facilities)
Signage
Crossing and Traffic Signals
Roundabouts, median islands or curb extensions
Other traffic calming surface improvements
Other Street improvements (Specify):
Total Complete Streets improvements - Construction ...
Skiping/Barricades (for dedicated bus lanes)

Street Lights

If proposing multiple distinct TRA Capital Projects, pro-	vide detail for en	ch Project in s	eparate budgets	s belowAmouni	ts from each bo	ıdget will autos	um at the botton	n. The sum will	be used to dete	rmine the tota	l TRA funds request	ted and cost cap.
	Sec. 2.54	Sugar Halas	ja i kunijenja.	er i e Predikt de	ALL:	FUNDING SOU	RCES :- ( )	Start N. J. 40	with Efficiency	kalandi 19diyan ene	14.10 July 20. July 20.	<del>~</del>
· Cost Category	AHSC TRA Grant	. 0	. 0 .	0	D	0	Q	.0	. 0	0	Sources Total	Comments
andscaping											\$0	<del></del>
Other Urban Greening (Specify):											\$0	
Other Urban Greening (Specify):	1.									1	\$0	
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Street Furniture		· · · · · · · · · · · · · · · · · · ·		<del></del>			<del></del>		· · · · · ·	<del> </del>	\$0	
Bicycle Repair Klosks			<del> </del>	-			<del> </del>			<del> </del>	30	
Sloycle Storage or Parking	<del> </del>	<del></del>	·····	<del> </del>	ļ	<del> </del>	<del></del>	· · · · · · · · · · · · · · · · · · ·	<del> </del>	<del> </del>	50	
Drinking Fountains	<del> </del>		<del> </del>	1		<del> </del>	<del> </del>	<del> </del>	<del> </del>	<del> </del>	- \$0	
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Provide Name of Impact Fee									<u> </u>		\$0	
Total Impact Fees	\$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 (1994) 200 1875 200 200 200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$D	\$0	\$0	\$0	
mployee Reporting				t		<del> </del>	· · · · · · · · · · · · · · · · · · ·			<del> </del>	\$0	
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otal Other Capital Asset Costs ಾಗುತ್ತಿ ಮಾಡುವುದು ಇವರು otal TRA #2 Budgeted Project Costs	\$0 \$0 pary circumstance.	\$0 \$0 s that have resu	\$0 \$0 Ilted in higher tha	\$0 \$0 an expected project	\$0 \$0 ct costs; provide	\$0 \$0 a justification as	\$0 \$0 to why these cos	\$0 . \$0 s(s are reasonabl	\$0 \$0-	\$0 \$0	\$0 \$0	
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#### Transportation Related Amenities (TRA) Sources and Uses Budget PIN

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ase bnetly describe	how the Prog	gram Operator will su	Istain the Program	beyond the term of	the AHSC	standard agre	ement and	tunds.		<del></del>		
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Programs (PGM) PIN:	
What is the issue or need that the Program(s) is altempting 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.	
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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	

proposing multiple distinct Programs, provide detail for	r each Program in sum will be	the PGM work used to determ	rces and Usi sheet and in sep nine the total PGI ALL F	arate budgets M funds reque	below, Amou sted.			at the bottom. Th
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			Quantitative Policy			Total Quantitative Calf Conval	0.0
885568		A	55 Points Max (points ctive Transportation Improvement			Total Quantitative Self Score	0.0
(1) Length of C	ontext Sensitive Bikeways (P.	AM) - 2 pc	olnts max		,		
			ensitive Bikeways (from STI Worksheet):			.00	0
			ion or Stop to an existing bicycle net of be directly linked by a new AHSC fund				. 0
		Stop. The	existing or planned bicycle network doe	s not have to be comp	rised of Context Sens	itive Bikeways 1 point	
FAAST File:	Bicycle Network Conne		dentify the Project component that links network on the Transit Service Map (fro				
			document including map showing conne	ctivity.			
	safe access of bicycle routes ect will address safe access of		max (one point for each)				0
Gelect How I To	ect will address sale access of		Provide one of the following: Traffic and	safety studies that de	tail existing problems.	existing traffic	
FAAST File:	Safe Bicycle Route	es ·	conditions and traffic projections from a existing problems with the bikeway; or a with the bikeway, and how the proposed	Public Agency; pholos letter from a Public A	s of existing conditions gency that explains th	that demonstrate	
	Safe and Accessible Walkways			OTI B TO A MI - I - I			
	Crossing point that directly li		alks and TRA sidewalks improved (from bedestrian networks - 1 point	STI & TRA VVOIKSIBE	(5);	0	0
			ectly links two pedestrian networks that	are unlinked for one qu	uarter mile:		0
FAAST File:	Pedestrian Netwo		PAM - Identify a pedestrian crossing pol		o pedestrian network:	s that are unlinked File Uploaded?	
	Connectivity safe access of pedestrian rou		for one quarter mile along a walkable ro	ule.			
	ect will address safe access of		And that (one point for each)		Т		.0
FAAST File:	Safe Pedestrian Rot	utes	Provide one of the following: Traffic and conditions and traffic projections from a existing problems with the walkway; or a with the walkway, and how the proposed	Public Agency; photos a letter from a Public A	s of existing conditions agency that explains th	that demonstrate	
定数据共和的		, Gr			ints Max	<b>。在1967年,但</b> 在1997年的特別的	0
	ding Status - 3 points max	buildi	Construction Type (select type that or requirements as verified by a HERS rate				0
FAAST File:	Green Building Sta		Provide signed letter from a HERS rater		ding status.	File Uploaded?	ļ
	d Use Reductions as verified I			Transfer of the green and	Find areas	1100 05100001	
	e reduction level, measured as t					•	0
FAAST ₍ File:	nd as verified by a certified design	<u> </u>	sional: Provide signed letter from a HERS rater	r stating the energy gri	d reductions	File Uploaded?	
4652444							0
(1) STI Funds	Requested as percentage of T						
AHD & HRI Requ		STI Reque			l	Decuacted 0%	• 0
(2) TRA Funds	Requested (at or not at Trans		n or Stop) as percentage of Total AHS  Total AHSC Funds	C Requested - 2 poir TRA (Transit Station	(Clon) Fundel	TRA Funds Requested as %	
TRA Req:	\$0 Station or Stop)	\$0	Requested: \$0	Req as % of Tota		of Total AHSC Requested:	0
			Fund (GGRF) Program, which directly			ppment - 1 point max or see (3b) below	
GGRF Program	n Project has received funding fi		roof of funding: Notice of Final award (m	unt baluda amaual àf	nanagam funding ave	Funding Amount:	0
FAAST File:	GGRF Fund Evidence	award), or the AHSC	r documentation detailing how the funds Project.				
	vironmentally cleared High Sp n environmentally cleared High		Station Planning Area - 1 point max				
FAAST File:			t Project's location within environmental	ly cleared High Speed	Rail Station Planning	Area, File Uploaded?	
						CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR	0.0
(1) Location E	fficiency - Walkability - 3 poin					S EPA Walkability Index to determine Wa	lkability.
Project addres		-				bility Index:	0
(2) Location E	fliciency to Key Destinations	(PAM):	333 points each; 3 points max (for eac	ch item below, answer	Yes or No as to if thes	ge Key Destinations are within the	
	meets CalFresh requirements:		Licensed child care fa	cility:	. Public librar	y: Bank or Post Office:	T
	accepts Medi-Cal payments:		Pham		Office par		0.0
Public element	lary, middle or high school:	Military Na	Park-accessible to general pr	ublic: Univ	versity or junior college		
	proceable Funding Commitments (EF		\$0 AHSC Funds Requested:			EFCs as a % of AHSC Requested: 0%	0
			Anti-Displacement Strategies				0
			rams, or are located in jurisdictions w			currently exist # of Strategies	<del> </del>
			dents from the area surrounding the	Project - 1 point per	strategy - 3 points m		0.
			"Yes" for each strategy implemented) o net loss of units on site according to at	fordabilibe	· · · · · · · · · · · · · · · · · · ·		
	ht of return policies that include			HOPHEOMILY	<del></del>	<del></del>	<del> </del>
			or other pertinent organization to address	ss indirect or direct dis	splacement in neighbo	rhoods near the proposed project (e.g.,	
	n to community land trust, multi-						
			g nearby neighborhoods, a Disadvantag 'es" for each strategy implemented)	ea Community or a Lo	w-income Community	<u></u>	L
			eas such as transit stations, transit comid	tors, job and housing r	ich areas, downtowns	and revitalization areas or policles on	T
sites ide	entified pursuant to Gov. Code §	65583.2(	9)(3)				
			red by California Civil Code 1946.2	California Chill Cada da	046.7		
			ant stability beyond what is required by ( in cumulative allocations, affirmative ma			the conservation and improvement of	
housing	for lower and moderate income	househo	lds (e.g., acquisition/rehabilitation, commousing or commercial linkage fees). Diffe	nunity land trusts, land	i banking, mobilehome	park overlay zones, single room	
Density	bonus ordinances that expand						
	ams of at least \$1M in						<u> </u>
- and type of pr	ocations (enler program name ogram)		<u> </u>				
	arketing strategies and policies	-					<u> </u>
	he conservation and						

			Quantitative Policy	Scoring	§107 PIN				
	housing for lower and						•	,	
	ne households - e.g., ibilitation, community land			<del></del>	<del></del>				
	king, mobile home park				•				
	single room occupancy			-					
	dinances, affordable housing inkage fees, (enter general		<u> </u>		<del></del>				
description of st				•					•
		1	ocument who is responsible for e	ach strate	y, policy, or program cla	imed and Include elf	her a		
FAAST File:	Anti-Displacement		rief explanation or a web link to th	e Applicar	VLocal Jurisdiction's Imp	lementation or requi	rement of	File Upload	ded?
n D			e strategy, policy, or program.	t					
			s that either currently exist or v lesses from the area surroundi			Number of		ber of	
			its or is newly implemented throu				0   Implen	Newly 0	0 0
			rrently existing and one newly im	plemented	through this Project, or	Strategies;		egies:	
oth newly impl	emented through this Project.	1 point per str	itegy - 2 points max	<del></del>	Fetablishment of a	small business advo			ni of earling
	Implementation of an overlay	zone to protect a	nd assist small businesses		for every small busi			d single poli	in or cornac
	Creation and maintenance of	f a small business	alliance		Increased visibility	of the jurisdiction's s	mall business	assistance	programs
	Formal program to ensure the	at some fraction	f a jurisdiction's purchases of		Prioritization of Min	ority and Women Bu	siness Entern	rises (MWB	3E) for publ
	goods and services come fro				contracting				, ,
			ocument who is responsible for e						
AAST File:	Anti-Displacemen		rief explanation or a web link to the strategy, policy, or program.	ie Applicat	M/Local Jurisdiction's imp	olementation or requ	irement of	File Upload	ded?
9898X4(340)		·	Prohousing Local Policies §	07(b) £2	Points Max 3533	Transport Springer	45355755	92-405-6	(d) 0
			is that meet the following Proh				low		
or each Strate	egy) - 1 point per strategy -	2 points max	· -				#0	f Strategies	0
			e infrastructure with accompanyir	g increase	d housing capacity or loc	cal financial incentive	es for housing	, including, i	but
	to, a local housing trust fund		esidential and mixed-use develop	mant in all	Zonas namittina multifor	mily bousing astabli	chad workfor	a housing	-
			eșidential and mixed-use develop Jusing sustainability districts, as d			rmy nousmy, establi	andu Workier	Housing	1
			ites at higher densities than is rec			minimum regional h	nousing needs	allocation for	for
	come allocation in the current								
		nces or other med	hanisms that reduce barriers for p	roperty ov	mers to create accessory	dweiling units beyo	nd the require	ments outlin	ned
	ode §65852,2 as follows; reductions to 0.75 or less snar	ces per accessor	dwelling unit in areas not already	exempt fr	om parking pursuant to G	Sov. Code 865852 2:	•		- 1
	ee walvers or reductions of 50			->	bassing bases are		•		
	al approval in less than 60 da		•						
			r side yard setbacks to five feet o	r less;	•				.
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	num lot size requirement;	(1707); 0107(1101) == 10	out in the stage,						
	ns for affordability; or		4.						
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		Quantitative Policy Scoring §107 PIN	•	
		rtified community conservation corps programs, "eam-while-you-learn" programs, YouthBuild programs, and d credentials, certifications and/or references for long term employment and that have a track record of succ		
Partnerships with lo	cal Workforce Investment Board pro	grams serving disadvantaged populations or individuals with barriers to employment		
	leveloped project labor, community apply to the proposed project	vorkforce, or high-road agreements with targeted local hire specifications OR that are located in jurisdictions	with local hire	
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?	
PERMIT	Action with the last	Housing Affordability §107(j) - 5 Points Max	特色的激性情報等	Ō.
	stricted to Extremely Low Income (I		D Units: 0%	
是例如此是由		Programs §107(k) - 2 Points Max	<b>2000年1000</b>	0
	Eligible Program - 1 point			
Proposed Eligible F	Program:			0
(2) Applicant Prov	ided Program Documentation - 1	oint (if Yes atlach FAAST documentation)		
Program Operatory	will sustain the program beyond the	erm 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?	
WARREN WITH	ACTURAL VICTORIA	Urban Greening \$107(I) -2 Points Max	SALATOR DESCRIPTION	0
Urban Greening co.	sts: AHD: \$0	HRI: \$0 STI: \$0 TRA: \$0 Total Urban Green Costs:	\$0	

r			
		Narrative-Based Scoring §107(m)(n)(o)(p) - 15 Points Max PIN	
		nment of a write-up that addresses the following questions and prompts below and in the Guidelines. Please	
		tions should not be re-stated in the write-up. The total write-up may not exceed six pages, not including requ	
point font minimum.	. Ensure that all relevant information	on for each section is included either in the response for that section, or the required documentation for that	section.
		Provide a response to each prompt listed below: Each prompt is designated by *Narrative. The	·
FAAST File:	Narrative	responses must be uploaded as a PDF and must not exceed 6 pages. See Narrative Sconng Rubric	File Uploaded?
		document for guidance in completing Narratives.	
<b>计数据数据数据</b>	<u>多速度作品的基础。但是现在分别是这</u>	Collaboration & Planning - §107(m) - 4 Points	CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR O
(1) Local Planning			
		ents, and if applicable, describe what particular components of the project are derived from a local plan. Exp	plain how local government
agencies were invo		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?
	ransportation Collaboration *Na		
		or partners that worked together to create the proposed AHSC project. Explain the process involved in cor	
larger version for th	e Project Area (PAM), Describe th	e integration of housing, transportation, and urban greening infrastructure components in creating a cohesi	ve 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?
THE PROPERTY OF		Community Benefits & Engagement -§107(n) - 6 Points	CONTRACTOR OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE
(1) Community En	gagement and Leadership *Narr		
		cal residents have been meaningfully involved in the visioning and development of this project. Explain in w	hich stage(s) of the process
		be engaged. Describe efforts to involve Disadvantaged and/or Low-Income Community residents, including	
advertised and mad			
FAAST File:	Community Tracker	Provide a completed AHSC Round 5 Community Engagement Tracker	File Uploaded?
	mmunity Needs *Narrative		
		one or more identified community needs, articulating how these needs were identified (e.g. through the cor	nmunity engagement
		health department plan or other city/county plan, etc.). Address community needs beyond the provisions of	
		y or Low-Income Community, applicants are also encouraged to cite top burdens from their CalEnviroScre	
needs that their pro			1
	İ - " "	Letter of support from local community-based, grassroots organization describing the community	F7. 11.1- 1.10
FAAST File:	Community Needs	engagement process and how feedback from local residents was incorporated into the project.	File Uploaded?
<b>特别的一种技术</b>	PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY	Community Climate Resiliency §107(o) -3 Points	#\$1545438EKW
	ation Assessment Matrix	·	
Fill out the Climate	Adaptation Assessment Matrix (lin	nk below) with climate projections for the listed impacts and with technical descriptions of adaptive measure	s to be employed. If the
		ources besides those listed below, state where the data are from and if they use different assumptions (e.g.	
FAAST File:	Climate Matrix	AHSC Round 5 Climate Adaptation Assessment Matrix	File Uploaded?
(2) Climate Adapta	ation *Narrative		
		conditions will be reduced by strategies listed in the Climate Adaptation Assessment Matrix, Consider the life	time of Project elements
		sequences of those risks (impacts to occupant health and safety, structural integrity, heating and cooling sy	
		neral Plan or other local planning documents, describe how the Project conforms to the implementation of the	
		ncorporate climate considerations in the Safety Element of the General Plan or other local plan or documen	
	es according to climate impacts.		
ANNELSCONIA.	Co	mmunity Air Pollution Exposure Mitigation §107(p) -2 Points Max	PROFESIONS
	xposure Mitigation Strategles *N		
		pollulants of concern and/or known sources of pollution affecting the Project Area. Report the PM2.5, Diese	I PM, Toxic Releases to Air,
		viroScreen 3.0 for the census tract in which the project will be sited,* Describe how air pollution mitigation s	
		ow they address pollution sources.	-

Pleas	e complet	e the "yellow" cells	s in the form below and er	nall a co	pment Team (ADT) Support Form py to: AppSupport@hcd.ca.gov. A membe	er of th	e Application D	evelopment	Team will
Full Nam	e:		·	espond to	your request within ASAP.  Date Requested:		Ap \/e==i	plication on Date:	
Organiza	tion:			Email:			Contact Phone:	on Date.	
Justificat		·		<u> </u>					
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	ound 5 Document Ch	ecklist	
AHSC: Supplemental Application Workbook			<b>国教院工作的经验的关系</b> 。
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 contin	ue attachements as App3,	App4, and	App5)
App1 Cert & Legal		·	_
App2 Cert & Legal			
App1 Reso			
App2 Reso			
Resolutions***			
Entity Name (identity of the contracting party or borrower) a     Name & Title of Signatory(ies)****	ind Entity Type (corporation	, non-pront, i	or-profit, LLC, etc.).
NOTE: Name and title of authorized signatory(ies) is preferred	, .	•	, i
acceptable), supporting documentation evidencing the individ	lual who currently holds the	position mus	t be provided.
NOFA Date.     Language authorizing Signatory(ies) to sign Standard Agre	eement.		
5. Amendment Provision included.			
6. Aggregate dollar amount (should be equal to or greater that			
7. Person attesting validity of resolution (must be someone of 8. The meeting date authorizing resolution.	ther than person authorized	to sign Stand	dard Agreement).
9. All votes taken at meeting authorizing resolution (ayes, no	s, absent, vacant).		
10. Project name as it appears on AHSC application.			14
*The General Partner and Limited Partner who are members documents based on the type of entity they are.	s of the Limited Parthership	wiii aiso need	to submit applicable organizational
** Organizational documents for the manager of the LLC if ar			
*** These are minimum requirements for a resolution. Update **** Ensure when identifying the Signatory(ies), if more than or	es can be requested once a	review is cor	npleted.
App1 OrgDoc1	one is listed, that and or o	is defined	or mulviouals required to sign.
App2 OrgDoc1			, ,
Applicant Organizational Documents (submit documenta	ation for each as App1, Ap	p2, etc)	
Entify Type Limited Partnership (L.P.)*	FAAST File:	Submitted	Comments
Certificate of Limited Partnership (LP-1)	App1 OrgDoc1		
LP-2 (IF Applicable)	App1 OrgDoc2		
Loan Authorization	App1 OrgDoc3		
Certificate of Limited Partnership	App1 OrgDoc4		

ound 5 Document Ch	recklist .	
App1 OrgDoc5		
App1 OrgDoc6		
App1 OrgDoc7		
FAAST File:	Submitted	Comments
App1 OrgDoc1		
App1 OrgDoc2		
App1 OrgDoc3		
App1 OrgDoc4		
App1 OrgDoc5		
FAAST File:	Submitted	Comments
App1 OrgDoc1		
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App1 OrgDoc4	·	•
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Owner Cert & Legal	Submitted	Comments
Owner Reso		
Owner OrgDoc		
Owner OrgChart		
Owner Signature Block		
Owner Payee Data	·	
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MGP Reso		
MGP OrgDoc		
MGP OrgChart		
MGPSignature Block		
	App1 OrgDoc5 App1 OrgDoc6 App1 OrgDoc7 FAAST File: App1 OrgDoc1 App1 OrgDoc2 App1 OrgDoc3 App1 OrgDoc4 App1 OrgDoc5 FAAST File: App1 OrgDoc1 App1 OrgDoc2 App1 OrgDoc2 App1 OrgDoc2 App1 OrgDoc4 App1 OrgDoc4  Cowner OrgDoc4  FAAST File: Owner Cert & Legal Owner Reso Owner OrgChart Owner Signature Block Owner Payee Data FAAST File: MGP Cert & Legal MGP Reso MGP OrgDoc  MGP OrgChart	App1 OrgDoc7 FAAST File: Submitted App1 OrgDoc1 App1 OrgDoc2 App1 OrgDoc3 App1 OrgDoc4 App1 OrgDoc5 FAAST File: Submitted App1 OrgDoc5 FAAST File: Submitted App1 OrgDoc2 App1 OrgDoc4 App1 OrgDoc2 App1 OrgDoc4 App1 OrgDoc4  App1 OrgDoc4  App1 OrgDoc4  App1 OrgDoc4  App1 OrgDoc4  Cowner OrgDoc4  Owner Reso Owner OrgChart Owner Signature Block Owner Payee Data FAAST File: Submitted MGP Cert & Legal  MGP Reso  MGP OrgChart  MGP OrgChart

AHSC Round 5 Document Checklist				
Payee Data Record (STD 204) (wet signature required)	MGP Payee Data or TIN			
Administrative General Partner #1** Certification & Legal Disclosure (wet signature	FAAST File:	Submitted	Comments	
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** Certification & Legal Disclosure (wet signature	FAAST File:	Submitted	Comments	
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			Commence	
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 AHD	01, 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				

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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	GHG Affordable Housing				
- Net density Map documenting distance to central business district, determined using the CARB tool available at: www.arb.ca.gov/cc/capandtrade/auctionproceeds/kml/iobce ntermap.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 R	ound 5 Document Ch	necklist	
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 (Submit documentation for each new or expanded service or capital improvement and number according to order on Transit Inputs tab)		
Map documenting new or expanded transit routes or capital improvements	GHG Transit Map		
PVWatts Calculator results spreadsheet, generated via <a href="pvwatts.nrel.gov/">pvwatts.nrel.gov/</a>	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





October 31, 2019

Technical Amendment: 12/9/19

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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, Statues 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

Figure 1: Ar	ISC 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> <li>MUST include Qualifying Transit</li> <li>Qualifying Transit includes variou Service.</li> <li>All Project Areas MUST also include Transit line departing two or more Service).</li> </ul>	le a Transit Station/Stop, serve	d by at least one Qualifying
	Note: ICP/RIPA projects that propose addition	on of High Quality Transit will remain	eligible as an ICP/RIPA.
Project Area Specific Transit Requirements §102	<ul> <li>MUST be served by High Quality Transit</li> <li>Headway frequency of 15 minutes or less during Peak Hours</li> <li>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</li> </ul>	▼ <u>CANNOT</u> be served by High Quality Transit	<ul> <li><u>× CANNOT</u> be served by High Quality Transit</li> <li><u>MUST</u> be located within a Rural Area</li> </ul>
Required AHSC Funded Components §102 & §103	<ul> <li>At least fifty (50) percent of AHSC Program funds <u>MUST</u> be used for Affordable Housing (which <u>includes</u> Affordable Housing Developments or Housing Related Infrastructure) <u>AND</u></li> <li>At least one other type of Eligible Capital Project or Program Cost</li> </ul>	<ul> <li>At least fifty (50) percent of MUST be used for Afforda Affordable Housing Deverget Related Infrastructure)</li> <li>AHSC Program funds MU Transportation Infrastructure Housing (which includes A Developments or Housing)</li> </ul>	ble Housing (which includes elopments or Housing ST be used for Sustainable eture AND Affordable Affordable Housing
Eligible Capital Projects or Program Costs §103	<ul> <li>Affordable Housing Developme</li> <li>Housing Related Infrastructure</li> <li>Sustainable Transportation Infr</li> <li>Transportation-Related Amenit</li> <li>Programs (PGM)</li> </ul>	(HRI) astructure (STI)	
Affordable Housing Development Requirements §103	Affordable Housing Developments may  New construction  Acquisition and Substantial Reh  Conversion of one or more nonre	abilitation including preservation	
Funds Available	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
§108	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> <li>50 percent of the AHSC Program expenditures shall be for Affordable Housing (Health &amp; Safety Code § 39719(a)(1)(C))</li> <li>50 percent of AHSC Program expenditures shall be for projects benefitting Disadvantaged Communities (Public Resources Code § 75214)</li> </ul>		
	Note: A single project can addr	ess both set-asides above, and are r	not mutually exclusive.

### Section 102. Eligible Projects

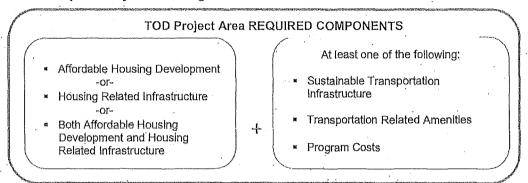
The AHSC Program is designed to implement GHG emissions reductions through a reduction of vehicle miles travelled (VMT), or fewer and shorter auto-trips. The AHSC Program will fund integrated land use and transportation projects supporting low-carbon transportation options. Promoting mode shift to low-carbon 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).

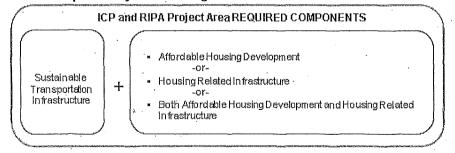
All projects regardless of **Project Area** type must demonstrate VMT reduction through fewer or shorter vehicle trips or incentivize mode shift to transit use, bicycling or walking within transit areas, with an emphasis on integration of or development of affordable housing, and with an emphasis on 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	r.
Eligible Capital Projects	
	German - German un par
* Affordable Housing Development (AHD)	•
Housing-Related Infrastructure (HRI)	
* Sustainable Transportation Infrastructure (STI)	*
<ul> <li>Transportation-Related Amenities (TRA)</li> </ul>	
Eligible Program Costs (PGM)	<b>2.6</b> 6年6月2日2日2月
<ul> <li>Active Transportation Programs</li> </ul>	•
<ul> <li>Transit Ridership Programs</li> </ul>	
<ul> <li>Criteria Air Pollutant Programs</li> </ul>	
<ul> <li>Workforce Development Programs</li> </ul>	
<ul> <li>Car Share Programs</li> </ul>	

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 <b>Substantial Rehabilitation</b> of affordable housing	Х			
Installation of new or improved walkways that improve mobility and access of pedestrians		Х		
Installation of new or improved bikeways that improve mobility and access of cyclists		Х		
Installation of new or improved pedestrian crossings or over-crossings		Х		,
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	·	Х		
Traffic calming projects including development of curb extensions, roundabouts, median islands, "road diets," lane narrowing projects		Х	*	,
Signage and way-finding markers			Х	
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			Х	
Bike sharing infrastructure and fleet		Χ		
Bicycle carrying structures on public transit		. •	Х	
Development of a dedicated bus lanes as part of a BRT project		Х		
Development and/or improvement of transit facilities or stations		Х	Х	
Transit related equipment to increase service or reliability		Χ		
Transit Signal Priority technology systems		Χ		
Real-time arrival/departure information systems			X	
Installation of at-grade boarding infrastructure		Χ		
Development or improvement of shelters or waiting areas at transit station/stops			Х	
Transit ticket machine purchase or improvements			X	
Transit passenger amenities - e.g. Wi-Fi access			X	·
Transit Vehicle Procurement for service expansion		Х		
Transit Operations for service expansion		Χ		
Station area signage			X	
Energy Efficiency and Renewable Energy	X	Х	X	
Open Network or transit vehicle only <b>ZEV</b> Charging Infrastructure	X	Х	. X	:
Water Efficiency	X	Х	Х	
Urban Greening	X	X	Х	
Pedestrian and bicycle safety education programs				Х
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				Х
School crossing guard training programs				X
Bicycle clinics			<u> </u>	X
Public outreach efforts to increase awareness and understand the needs of active transportation users				Х
Bike sharing program operations				X
Ride and/or car share programs				Х
Transit subsidy programs				Х
Education and marketing of transit subsidy programs				Х
Transportation Demand Management (TDM) programs				Х
Air pollution exposure reduction program			1	Х
Workforce development partnerships		1		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 <u>not</u> 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  $\rightarrow$  10 x 40 = 400 10 units @ 60% AMI  $\rightarrow$  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	Mixed-Use Projects		
	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 <u>at least</u> 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:
  - 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 <u>at least</u> 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 (<a href="www.arb.ca.gov/cci-resources">www.arb.ca.gov/cci-resources</a>). 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 <u>SB 862</u> (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:

AHSC funds requested + Enforceable Funding Commitments (EFCs) – Deferred Costs

Total Development Cost – 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 <a href="www.hcd.ca.gov">www.hcd.ca.gov</a>. **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 Criter	ia .
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; <u>AND</u> 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 (<a href="www.arb.ca.gov/cci-resources">www.arb.ca.gov/cci-resources</a>).

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:

# Total Project GHG Reductions AHSC \$ Request

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

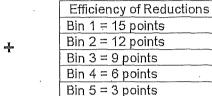
Note: For phased projects, only the current phase (the phase seeking AHSC funding) of a project will be quantified.

- (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
Bin 1 = 15 points
Bin 2 = 12 points
Bin 3 = 9 points
Bin 4 = 6 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) <u>Up to 2 points</u> 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) <u>Up 2 points</u> 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) <u>1 point</u> 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) <u>3 points</u> 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) <u>Up to 5 points</u> 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

- <u>Energy Producer</u>: 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) <u>2 points</u> 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

<u>1 point</u> 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) <u>Up to 3 points</u> 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.
  - Grocerv 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 <u>maximum of 4 points</u> 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) <u>Up to 2 points</u> (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:
  - !mplementation 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) <u>Up to 2 points</u> (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) <u>Up to 2 points for **Projects**</u> 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 highroad 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.

# (i) Housing Affordability - 5 Points Maximum

(1) <u>Up to 5 points</u> 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).

# (I) <u>Urban Greening – 2 Points Maximum</u>

- (1) <u>1 point</u> will be awarded to applicants that propose between \$100,000 \$199,999 in reasonable direct **Urban Greening** costs.
- (2) <u>2 points</u> 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 restated 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 **Lowincome 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:

- 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.
- 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 <u>Cal-Adapt.</u> For adaptation tools, resources, strategies and case studies visit the <u>state's Adaptation</u> <u>Clearinghouse</u>.

# (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

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"

MERV 16 air filtration system

- 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 <u>"Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality"</u>
- 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 <u>CalEnviroScreen 3.0 results</u>.

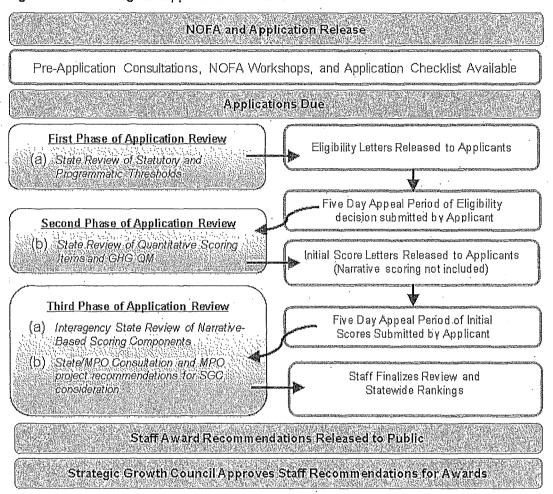
# Section 108. Application Process

- (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 setasides 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 <u>SB 862</u> (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:
  - 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 addition 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 terms is used and defined in Section 50053 of the Health & Safety Code;
    - (B) It is offered at an "affordable housing cost", as that terms 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.
- (I) "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 <u>shared-ride</u> <u>mode</u> (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:
  - 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>U.S.</u> <u>Census Bureau</u>, 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.
- (II) "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 <u>Priority Population maps</u> 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;
- 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 mediarelated 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: <a href="https://www.caclimateinvestments.ca.gov/logo-graphics-request">www.caclimateinvestments.ca.gov/logo-graphics-request</a>. 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 (<a href="www.sgc.ca.gov">www.sgc.ca.gov</a>) 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

DIVISION OF FINANCIAL ASSISTAN 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 Sustainabl

**Communities Program** 

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, Statues 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 <a href="http://sgc.ca.gov/programs/ahsc/">http://sgc.ca.gov/programs/ahsc/</a> or <a href="http://www.hcd.ca.gov/grants-funding/ahsc.shtml">http://sgc.ca.gov/programs/ahsc.shtml</a>. Application materials will be posted to <a href="http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml">http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml</a> prior to NOFA workshops.

To receive information on workshops and other updates, please visit <u>HCD</u> and <u>SGC</u>. Questions may be directed to the AHSC program at <u>ahsc@hcd.ca.gov</u> and <u>ahsc@sgc.ca.gov</u>.

Attachment

# AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

### Notice of Funding Availability Round 5

**November 1, 2019** 







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: <a href="http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml">http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml</a> Phone: (916) 263-2771 Email: ahsc@hcd.ca.gov

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#### 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. <u>Program Requirements</u>

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 processet 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 <a href="http://sgc.ca.gov/programs/ahsc/resources/">http://sgc.ca.gov/programs/ahsc/resources/</a> or <a href="http://www.hcd.ca.gov/grants-funding/ahsc.shtml">http://sgc.ca.gov/programs/ahsc.shtml</a>. Application materials will be posted to <a href="http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml">http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml</a> 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 FAAST Submission

Application materials must be submitted electronically via the FAAST system. Requirements for uploading the Application Workbook, UA Workbook, and required supporting documentation, including naming conventions, are described in the application instructions available at <a href="http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml">http://www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml</a>. Applicants must upload all application materials to the <a href="FAAST">FAAST</a> 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 FAAST system. In the event of discrepancies between hardcopies and electronically submitted workbooks, the electronic FAAST 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 <a href="mailto:ahsc@hcd.ca.gov">ahsc@hcd.ca.gov</a> 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 <u>Guidelines</u> 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@sqc.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 <a href="http://sgc.ca.gov/meetings/">http://sgc.ca.gov/meetings/</a>, 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 <a href="https://www.dir.ca.gov/oprl/DPreWageDetermination.htm">https://www.dir.ca.gov/oprl/DPreWageDetermination.htm</a>. 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: <a href="http://www.hcd.ca.gov/HCD_SSI/subscribe-form.html">http://www.hcd.ca.gov/HCD_SSI/subscribe-form.html</a>.

#### 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.

## Notice of Final Approval of an SB 35 Project

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

Reception: 415.558.6378

415.558.6409

Planning Information: 415.558,6377

Date:

October 11, 2018 2018.0703.3677 Planning Record No. 2017-012151PRJ

Project Address:

2340 San Jose Avenue (260 Geneva Avenue)

Zoning:

BPA No .:

NCT-2 (Small-Scale Neighborhood Commercial Transit) District

85-B and 45-X Height and Bulk Districts

Block/Lot:

6973/039 Kristen Belt

Project Sponsor:

Mithun

660 Market Street, #300 San Francisco, CA 94122

Staff Contact:

Teff Horn - (415) 575-6925 jeffrey.horn@sfgov.org

#### PROJECT DESCRIPTION

The project proposes the construction of 130 below-market-rate dwelling units and one manager's unit, an approximately 4,000-square-foot child care facility with outdoor activity area (playground), approximately 3,900 square feet of ground floor retail, 2,900 square feet of office (community services and programs through the Family Wellness Community Resources Center (FWCRC), operated by Mission Housing's Resident Services Department in collaboration with partner agencies including YMCA and Instituto Familiar de la Raza), approximately 3,500 square feet of space for utilities, 9,300 square feet of common amenity space for community service and residential uses, and approximately 4,000 square feet of common open space. The property will serve a range of income levels from 30% AMI to 60% AMI with Project Based Vouchers assigned to 25% of the units.

#### BACKGROUND

On July 13, 2018, Kristen Belt submitted an SB 35 Application for the mixed-use project at 2340 San Jose Avenue (260 Geneva Avenue). Department staff determined that the SB 35 Application was complete, and that the proposed project was eligible for SB 35 on August 27, 2018.

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

#### PROJECT APPROVAL

The Department has determined that the project meets all of 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. 2018.0703.3677.

www.sfplanning.org

# Office of the Mayor san francisco



LONDON N. BREED MAYOR

TO:

Angela Calvillo, Clerk of the Board of Supervisors

FROM:

Kanishka Cheng

RE:

Apply for Grant - Balboa Park Housing Partners, L.P. - Assumption of

Liability - Department of Housing and Community Development

Affordable Housing and Sustainable Communities Program – 2340 San

Jose Avenue

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 Balboa Park Housing Partners, L.P., a California limited partnership, for the 100% affordable housing project at 2340 San Jose Avenue; 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.

Please note that Supervisor Safaí is a co-sponsor of this legislation.

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

BOARD OF SUPERVISORE
SAN FRANCISED
2013 DEC 17 PM 2:55

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200 SAN FRANCISCO, CALIFORNIA 94102-4681 TELEPHONE: (415) 554-6141