



Date: September 21, 2015
To: Mayor and City Council Members
From: Patrick H. West, City Manager *T.H.W.*
Subject: Update: State Cap and Trade Grant Programs

Introduction

This memo provides an update report on the State's Cap and Trade Program, as requested by the City Council on May 5, 2015. It details some of the challenges that cities have encountered when trying to obtain cap and trade dollars, as well as the City's response to those challenges.

Background

In 2006, California passed AB 32 and SB 375 to establish the nation's first Cap and Trade Program to reduce greenhouse gas emissions in California to 1990 levels by 2020. SB 375 required each regional metropolitan planning agency to establish a Sustainable Community Strategy (SCS) to meet this goal. The Gateway Council of Governments (Gateway COG) elected to develop an SCS specific to the Gateway region. Long Beach was involved in this effort and, in 2013, the Gateway COG's SCS was adopted as part of the Southern California Regional Council of Governments' (SCAG) SCS.

The Legislature passed SB 535 (DeLeon) in 2012. This bill requires the State to invest at least 25 percent of Cap and Trade program revenues into projects that benefit disadvantaged communities, and a minimum of 10 percent of program revenues directly into disadvantaged communities (DACs). Long Beach has been engaged in this effort and is aware of the benefits of the legislation.

Update on Cap and Trade Grants + Process for Submitting a Grant Request

State FY 15 Program Funding. FY 15 was the first year in which Cap and Trade Program revenues were invested into local communities. These investments were made through 11 different cap and trade programs, each of which had their own eligibility requirements, timelines, and process for submitting a grant request. The table below provides a brief description of each grant program available in FY 15.

State Department Issuing the Funds	Cap and Trade Program	Funds Available in FY 15	% of Funds Benefiting DACs	Eligible Entities	City of and City Partners Potential Eligibility
High-Speed Rail Authority	High-Speed Rail Project	\$250 million	0-25%	Approved high speed rail construction projects in the Central Valley.	Not eligible

State Department Issuing the Funds	Cap and Trade Program	Funds Available in FY 15	% of Funds Benefiting DACs	Eligible Entities	City of and City Partners Potential Eligibility
State Transit Assistance	Low Carbon Transit Operations Program	\$25 million	50%	Local transit agencies through the existing statutory funding formula.	Long Beach Transit
California Transportation Agency (CalTrans)	Transit and Intercity Rail Capital Program	\$25 million	25%	Local transit agencies that operate existing or planned regularly scheduled intercity rail service.	Not eligible
Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$130 million	50%	Cities, public housing authority, successor agency, transit agencies, regional transportation planning agency, congestion management agencies, Joint Powers Authority, school districts, University or Community College District, and a developer or Program Operator.	City of Long Beach
California Air Resources Board (CARB)	Low Carbon Transportation	\$200 million	50%	Public agencies and other non-public agencies overseeing zero-emission drayage trucks, zero and near zero-emissions technologies at distribution centers, and advanced freight technologies.	Port of Long Beach
State Department of Community Services and Development	Energy Efficiency Upgrades/ Weatherization	\$75 million	100%	Low-income single and multifamily households in disadvantaged communities.	Not eligible
State Department of General Services	Energy Efficiency for Public Buildings	\$20 million	< 25%	Revolving loan fund finances energy efficiency activities in State owned buildings.	Not eligible
State Department of Food and Agriculture	Agricultural Energy and Operational Efficiency	\$15 million	< 25%	Agriculture	Not eligible
State Department of Fish and Wildlife	Wetlands and Watershed Restoration	\$25 million	0-25%	Public agencies, Recognized Tribes, and qualified nonprofit organizations that restore or enhance important wildlife and fish habitat	City of Long Beach, Los Cerritos Wetlands Authority, RMC

State Department Issuing the Funds	Cap and Trade Program	Funds Available in FY 15	% of Funds Benefiting DACs	Eligible Entities	City of and City Partners Potential Eligibility
State Department of Forestry and Fire Protection	Forest Prevention and Urban Forestry Projects	\$42 million	0-25%	Public agencies, for the purposes of urban tree plantings.	City of Long Beach
CalRecycle	Waste Diversion	\$25 million	< 25%	Government entities, private for-profit entities, and NGO's for the construction, or expansion of facilities that compost, anaerobically digest, and/or ferment green waste into products	City of Long Beach
FY 15 Total Cap and Trade Grant Funds		\$862 million			

In evaluating the 11 programs available for FY 15, it became clear that the Affordable Housing and Sustainable Communities (AHSC) Program was the program most applicable to cities. A Cap and Trade Task Force, comprised of staff from the City's Health and Human Services, Development Services, Public Works and City Manager's Department, as well as Long Beach Transit, met to discuss the potential for the City of Long Beach to submit an application for Affordable Housing and Sustainable Communities Program funds.

The Cap and Trade Task force discovered that the scope of the Affordable Housing and Sustainable Communities funding was very limited. Though the City, like the Strategic Growth Council, believes that a combination of transit-oriented developments (TOD) and integrated connectivity projects (ICP) can reduce greenhouse gas emissions, as a built-out urban city, Long Beach has significant concerns with the emphasis that the Strategic Growth Council's draft AHSC Program guidelines place on affordable housing as a component of transit-oriented development and the overall strategy for reducing greenhouse gas emissions. While affordable housing must be considered in this discussion, the City submitted a comment letter urging the Strategic Growth Council to value transportation projects just as much, as it is the changes in the way *industries and people* connect and move throughout California that will reduce greenhouse gas emissions. Further, the definition of affordable housing projects included only very large projects and a timeline that required that these projects to already be entitled. The City's comment letter to the State expressed our concerns with the limitations of the program. Unfortunately, the guidelines were not changed and Long Beach was unable to apply for the dollars.

State FY 16 Program Funding. While California is already two months into the current State fiscal year, the State Legislature has yet to authorize funding for Cap and Trade programs in FY 16.

The Cap and Trade Expenditure Plan was not adopted as part of the main FY 16 budget package. This trailer bill remains outstanding, and State agencies are not authorized to distribute grant funding in the current fiscal year until the bill is passed.

Despite the lack of an adopted funding structure, City staff has been monitoring the development of the second round of Cap and Trade program funding. As compared to the FY 15 expenditure plan, the proposal in the Governor's May Revise would provide additional resources to expand upon assistance to disadvantaged communities for program awareness, access to funding, and participation.

The Governor's proposal would provide \$2.2 billion in Cap and Trade funding for 16 different Cap and Trade grant programs, each of which have their own eligibility requirements, timelines, and process for submitting a grant request. If this proposal is adopted, Long Beach would be eligible to apply for funding in 6 programs, while our partner governmental agencies may be eligible for funding that the City may not qualify. A brief overview of each proposed Cap and Trade program is below:

State Department Issuing the Funds	Cap and Trade Program	Funds Available in FY 16	% of Funds Benefiting Disadvantaged Communities	Eligible Entities	City of and City Partners Eligibility
High-Speed Rail Authority	High-Speed Rail Project	\$500 million	0-25%	Approved high speed rail construction projects in the Central Valley.	Not eligible
State Transit Assistance	Low Carbon Transit Operations Program	\$100 million	50%	Local transit agencies through the existing statutory funding formula.	Long Beach Transit
California Transportation Agency (CalTrans)	Transit and Intercity Rail Capital Program	\$265 million	25%	Local transit agencies that operate existing or planned regularly scheduled intercity rail service.	Not eligible
Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$400 million	50%	Cities, public housing authority, successor agency, transit agencies, regional transportation planning agency, congestion management agencies, Joint Powers Authority, school districts, University or Community College District, and a developer or Program Operator.	City of Long Beach

State Department Issuing the Funds	Cap and Trade Program	Funds Available in FY 16	% of Funds Benefiting Disadvantaged Communities	Eligible Entities	City of and City Partners Eligibility
California Air Resources Board (CARB)	Low Carbon Transportation	\$350 million	50%	Public agencies, local air districts, ports, public school districts, and other non-public agencies overseeing zero-emission drayage trucks, zero and near zero-emissions technologies at distribution centers, and advanced freight technologies.	Port of Long Beach
State Dept. of Community Services and Development	Energy Efficiency Upgrades/Weatherization	\$140 million	100%	Low-income single and multifamily households in disadvantaged communities.	Not eligible
State Department of General Services	Energy Efficiency for Public Buildings	\$40 million	< 25%	Revolving loan fund finances energy efficiency activities in State owned buildings.	Not eligible
University of California/ California State University	Renewable Energy and Energy Efficiency Projects	\$60 million	NA	Funding to the UC and CSU systems for energy efficiency.	Not eligible
State Department of Water Resources (DWR) and State Department of Food and Agriculture	Water and Energy Efficiency	\$60 million	< 25%	Local agencies, joint powers authorities, and nonprofit organizations that implement water efficiency programs or projects that reduce greenhouse gas emissions, and reduce water and energy use.	Long Beach Water Dept. City of Long Beach
Energy Commission and State Department of Water Resources	Drought Executive Order - Rebates for Appliances	\$30 million	NA	Statewide consumer rebate program.	Not eligible
Energy Commission and State Department of Water Resources (DWR)	Drought Executive Order - Water and Energy Technology Program	\$30 million	NA	Agriculture, residential, and public agencies for large-scale projects that demonstrate significant water savings	Long Beach Water Dept. City of Long Beach

State Department Issuing the Funds	Cap and Trade Program	Funds Available in FY 16	% of Funds Benefiting Disadvantaged Communities	Eligible Entities	City of and City Partners Eligibility
State Department of Food and Agriculture	Agricultural Energy and Operational Efficiency	\$25 million	NA	Agriculture	Not eligible
State Department of Fish and Wildlife	Wetlands and Watershed Restoration	\$65 million	NA	Public agencies, Recognized Tribes, and qualified nonprofit organizations that restore or enhance important wildlife and fish habitat	City of Long Beach, Los Cerritos Wetlands Authority, RMC
State Department of Forestry and Fire Protection	Forest Health	\$92 million	NA	Public agencies, for the purposes of urban tree plantings.	City of Long Beach
Department of Food and Agriculture	Healthy Soils	\$20 million	NA	Agriculture	Not eligible
CalRecycle	Waste Diversion	\$60 million	< 25%	Government entities, private for-profit entities, and NGO's for the construction, or expansion of facilities that compost, anaerobically digest, and/or ferment green waste into products	City of Long Beach
FY 16 Total Cap and Trade Grant Funds		\$2.2 billion			

With the potential increase in funding and experience from the first round of grant programs, City staff is hopeful that State Cap and Trade program requirements will cover a larger range of greenhouse gas reducing projects. The City looks forward to submitting competitive proposals upon evaluating guidelines for programs as they become available. However, without knowing what the adopted FY 16 grant guidelines are, it is difficult to identify which Long Beach projects are being considered.

Efforts by Other Cities and Counties

On June 30, 2015, Affordable Housing and Sustainable Community FY 15 grant awards were announced. Of the 28 grant proposals that were funded, only two awards were made to cities. All other awards went to affordable housing developers. Century Housing's project at the Villages of Cabrillo in the City of Long Beach was funded. A project description is below:

Project Name: Anchor Place
Location: City of Long Beach Project
Sponsor: Century Housing Corporation
Project Type: Integrated Connectivity Project (ICP)
Disadvantaged Community? YES
Total Award: \$2,441,616

Project Description: Anchor Place features 120 affordable, permanent supportive apartment homes, including 75 units for veterans and 18 units for the homeless and mentally ill. The affordable housing development will contain community rooms, supportive service space, counseling offices, property management space, and exercise rooms. AHSC funding will also be used for off-site improvements including upgrades to an existing bus stop and creation of a new bus stop/transit hub on River Avenue which will be redesigned with complete streets improvements to improve access for all users, including pedestrians and bicyclists. An existing social hall will be converted into a transit depot providing transit operators with a layover and a place for transit users to buy passes.

For a summary of proposals that received Cap and Trade funding through the Affordable Housing and Sustainable Communities Program in FY 15, please see attached.

Staff Resources and Structure Needed to be Competitive

In order to be competitive in the grant application process, Long Beach will need to draw from the expertise of Public Works, Development Services, and Health and Human Services Department staff. The City Manager's Office will need to dedicate staff resources to lead City departments in tracking grant timelines, connecting with and commenting on draft guidelines, and developing Cap and Trade grant proposals for consideration. Using existing resources will naturally result in a re-prioritization of work load in order to accomplish these activities.

City Projects that are Being Considered

At this time, it is difficult to name specific projects that are being considered in the grant proposal development process; however, in the interest of investing staff time in proposals that will be most competitive, we can say that these projects will be in disadvantaged community areas and near transit. For example, with the information that we have now, staff may focus on developing a grant proposal that is rooted in a future entitled affordable housing project at Long Beach Boulevard and Anaheim Street due to the proximity to Metro's Blue line, and potential to connect the community to the Los Angeles River and to jobs in the City's downtown area.

Local Community Partner Involvement

In light of the lack of Cap and Trade funding to Long Beach, staff continues to evaluate available grant guidelines as they become available to determine which City projects may be competitive for funding. As these projects are identified, stakeholder and community partners will be brought into the loop as the grant proposal is written.

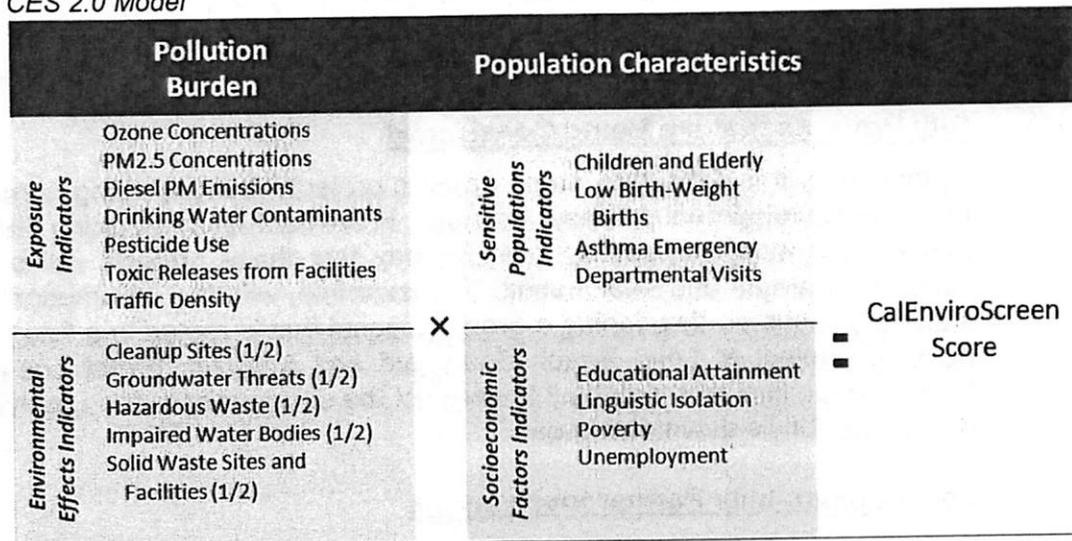
Interim Strategic Efforts

Staff has also devoted time to evaluating different definitions of a “disadvantaged community” to see if they may benefit the City. As mentioned earlier, disadvantaged communities are at a competitive advantage for Cap and Trade funding through many of the Cap and Trade grant programs.

The methodology that the CalEPA adopted for defining a disadvantaged community is CalEnviroScreen 2.0. It is the City’s opinion that this methodology does not fully capture disadvantage communities in Long Beach. In comparing and contrasting different models for defining a disadvantaged community, City staff evaluated CalEnviroScreen 2.0 and the Public Health Alliance of Southern California’s Health Disadvantage Index. Both are described below:

CalEnviroScreen (CES) 2.0. CES 2.0 assesses all census tracts in California to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution. CES 2.0 uses a quantitative method to evaluate multiple pollution sources and stressors, and vulnerability to pollution, in California’s approximately 8,000 census tracts. Using data from federal and State sources, the tool is comprised of four components consisting of two broad groups. Exposure and Environmental Effects components comprise a Pollution Burden group, and the Sensitive Populations and Socioeconomic Factors comprise the Population Characteristics group. The four components are made up of environmental, health, and socioeconomic data from 19 indicators (see Figure 1). The CES 2.0 score is calculated by combining the individual indicator scores within each of the two groups, then multiplying the Pollution Burden and Population Characteristics score, resulting in a final score. Based on these scores, the census tracts across California are ranked relative to one another for the purposes of defining a disadvantaged community.

CES 2.0 Model



The fundamental approach used in CES 2.0 incorporates both *pollution burden* and *social determinant* criteria into a single score through multiplication. The effect of the approach is that the multipliers don’t always reflect identified biologic or risk interactions between pollution and population characteristics. In addition, the population characteristic score includes health outcomes that are strongly associated with environmental exposures, while omitting critical chronic disease health outcomes that contribute to the majority of healthcare expenditures. Therefore, in order for a census tract to receive a high CES 2.0 score, the area must score very high on **all** of the pollution burden indicators.

Health Disadvantage Index (HDI). The HDI is an alternative tool that can be used to help identify disadvantaged communities. This tool was developed by the Public Health Alliance of Southern California, which includes representatives of local public health agencies in California, as well as independent public health experts. The methodology is adapted from international best practices for small-area measures of disadvantage, which typically aggregate measures of economic, social, political, and environmental conditions available from public data sources. HDI integrates 27 economic, social, and environmental indicators available publicly in California, and may have application for targeting and prioritizing public and private investments to economically, socially and health disadvantaged communities. The table below shows the weight assigned to each indicator.

Health Disadvantage Index (HDI)	
Indicator Domain	Weight
Economic Resources	50
Social Resources	15
Educational Opportunity	10
Health Outcomes	10
Environmental Hazards	10
Complete Neighborhoods	5

While a potential improvement over CES 2.0, the HDI has limitations. An investment by the State to develop HDI into a publicly available tool with information across all census tracts in California, similar to the investment that was made to develop CES, would be needed if the HDI method of measuring disadvantaged communities were to be used as an alternative to CES.

Potential Proposed Layer for Long Beach: Violence Data. In analyzing Long Beach's CES 2.0 score, only two census tracts in the 90813 zip-code fall within the highest disadvantaged community percentile range (96-100 percent). The remaining census tracts in this zip code fall into the 86 to 75 percentile range. It is clear that the CES 2.0 methodology does not accurately capture communities that are disproportionately impacted by greenhouse gas emissions.

One of the major limitations of both CES and HDI is that they do not account for the role that crime rate plays in the quality of life and a community, as a whole. Many studies, have found that there is a strong correlation between the crime rate index of a neighborhood and overall neighborhood quality. Crime affects community members' sense of safety. The likelihood to engage in physical activity is highly attributed to a community member's perceived sense of safety and the use of vehicles as the mode of transportation may be due to fear of being assaulted. There is a strong field of research supporting the importance of integrating crime rates in as a measure of health.

The Long Beach Police Department consistently provides data at the reporting district level that can be aggregated into census tracts. Integrating crime data in conversations around "disadvantaged communities" may provide a clearer understanding of the major key factors that influence the quality of health.

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Next Steps

In partnership with the Public Health Alliance of Southern California, Long Beach will continue to work with CalEPA to identify opportunities to improve CES and permit the use of a combination of alternative methodologies that allow municipalities to more accurately and comprehensively describe the health status of their respective communities.

Long Beach will also continue to monitor the development of State legislation that has yet to be adopted to appropriate Cap and Trade funding for FY 16. In addition, the City will participate as a part of the Big 10 Mayors coalition in advocating for direct funding of Cap and Trade dollars to cities. Staff will continue to track and attend pertinent information sessions arranged by SCAG or the Strategic Growth Council in order to remain informed about Cap and Trade guideline revisions and application processes.

If you have questions or comments, please contact Arturo Sanchez, Deputy City Manager at (562) 570-5028.

cc: Charles Parkin, City Attorney
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Amy Bodek, Director of Development Services
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Kelly Colopy, Director of Health and Human Services
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Jyl Marden, Assistant to the City Manager
Ken McDonald, Executive Director, Long Beach Transit
Mike Arnold and Associates

Attachment
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**Affordable Housing and Sustainable Communities (AHSC) Program
Summary of FY 2014-15 Funding Recommendations
(in alphabetical order)**

Project Name:	127th Street Apartments				
Location:	City of Los Angeles				
Project Sponsor:	Meta Housing Corporation				
Project Type:	ICP	Disadvantaged Community?	YES	Total Award:	\$1,500,000
Project Description					
<p>The 127th Street Apartments is a Leadership in Energy & Environmental Design (LEED)-Gold rated affordable housing development consisting of the new construction of 85 units for residents with special needs earning between 25% to 35% of area median income. In addition to the construction of the affordable housing, the project also includes construction of 85 secure covered bike stalls and installation of new pedestrian infrastructure. The affordable housing development is in close proximity to a wide variety of amenities including transit, retail, and vital services.</p>					

Project Name:	19th Street Senior Apartments				
Location:	City of Bakersfield				
Project Sponsor:	Chelsea Investment Corporation				
Project Type:	ICP	Disadvantaged Community?	YES	Total Award:	\$2,559,394
Project Description:					
<p>The 19th Street Senior Apartments will be a 63-unit senior affordable development located in Bakersfield. There will be a detached 63-space parking structure for the residents with a connecting skybridge. This development is located next to several City parks and the RiverWalk.</p>					

Project Name:	3706 San Pablo Avenue				
Location:	City of Emeryville and City of Oakland				
Project Sponsor:	EAH Inc.				
Project Type:	TOD	Disadvantaged Community?	YES	Total Award:	\$5,532,400
Project Description:					
<p>3706 San Pablo Avenue is a mixed-use development with 6,902 square feet of commercial space and 86 low-income apartments on a 1.13-acre urban infill site. The site is primarily located in Emeryville and with a portion of the site in Oakland. Residents will enjoy a community room with a kitchen, homework room, exercise room, teen room, courtyard with play equipment, outdoor recreation areas, indoor bicycle storage and free transit passes. The site sits on the crucial San Pablo corridor from Oakland to Emeryville and includes AHSC-funded median improvements along 40th Street and San Pablo Avenue, where the AC Transit bus hub is located.</p>					

Project Name:	777 Park Ave.				
Location:	City of San Jose				
Project Sponsor:	Housing Authority of the County of Santa Clara				
Project Type:	TOD	Disadvantaged Community?	No	Total Award:	\$4,000,000
Project Description					
777 Park Ave is a new development project which will allow for 82 multifamily residential units on a 1.08 acre site. All units will target households earning between 20% and 60% of area median income.					

Project Name:	Anchor Place				
Location:	City of Long Beach				
Project Sponsor:	Century Housing Corporation				
Project Type:	ICP	Disadvantaged Community?	YES	Total Award:	\$2,441,616
Project Description:					
Anchor Place features 120 affordable, permanent supportive apartment homes, including 75 units for veterans and 18 units for the homeless and mentally ill. The affordable housing development will contain community rooms, supportive service space, counseling offices, property management space, and exercise rooms. AHSC funding will also be used for off-site improvements including upgrades to an existing bus stop and creation of a new bus stop/transit hub on River Avenue which will be redesigned with complete streets improvements to improve access for all users including pedestrians and bicyclists. An existing social hall will be converted into a transit depot providing transit operators with a layover facility and a place for transit users to buy passes.					

Project Name:	Anchor Village				
Location:	City of Stockton				
Project Sponsor:	Domus Development, LLC				
Project Type:	TOD	Disadvantaged Community?	YES	Total Award:	\$5,857,096
Project Description:					
Anchor Village located in downtown Stockton will serve low-income veterans and individuals with mental illness. The currently vacant infill site is located within a short walk (1/8 mile) to four San Joaquin Regional Transit District (RTD) bus stops, and the RTD Downtown Transit Center is located 1/2 mile away offering 34 bus lines. The project will be comprised of 51 units, approximately 8,000 square feet of community space, 23 parking spaces, and 68 secure, indoor bike parking spaces. The community area is designed for social interaction, including social service office space, community space, fitness equipment, and bike storage and repair facility. The outdoor spaces will include a garden and seating area. The project will be ADA compliant and will be designed to Leadership in Energy & Environmental Design (LEED) Silver standards and exceed Title 24 by at least 15 percent.					

Strategic Growth Council

Project Name:	Camino 23				
Location:	City of Oakland				
Project Sponsor:	Satellite Affordable Housing Associates				
Project Type:	TOD	Disadvantaged Community?	YES	Total Award:	\$3,062,730
Project Description					
<p>Camino 23, a transit-oriented development, is located in Oakland and includes 32 units of permanently affordable housing units as well as transportation improvement projects to be completed by the City of Oakland. The development will be served by AC Transit's BRT system, with the 24th Avenue transit stop located approximately 300 feet from the site. The BRT will connect disadvantaged communities in southeast Oakland with employment centers in San Leandro and downtown Oakland. Camino 23 will reduce greenhouse gas emissions by building housing adjacent to transit, incentivizing the use of transit by providing passes to residents and adding streetscape improvements to provide walkable connections to transit stops.</p>					

Project Name:	Central Commons				
Location:	City of Fremont				
Project Sponsor:	Habitat for Humanity East Bay/Silicon Valley				
Project Type:	ICP	Disadvantaged Community?	No	Total Award:	\$1,000,000
Project Description					
<p>Habitat for Humanity East Bay/Silicon Valley will fund Central Commons, a 30 unit single-family development located in the City of Fremont. All homes will be sold to buyers with incomes below 80% of area median income. The development will transform a vacant parcel of land into a mixed-income community closely connected with transit. This development is less than ½ mile from a bus stop which will connect the new homeowners to schools, local shopping centers, City Hall, two hospitals, Amtrak and ACE trains, multiple BART stations, and many other local employers and destinations. This proximity to public transit will greatly benefit our buyers and allow them to easily access employment centers in Silicon Valley and the greater San Francisco Bay Area.</p>					

Project Name:	Civic Center 14 TOD Apartments				
Location:	City of Oakland				
Project Sponsor:	Meta Housing Corporation				
Project Type:	TOD	Disadvantaged Community?	YES	Total Award:	\$1,500,000
Project Description:					
<p>Civic Center 14 TOD Apartments is a Leadership in Energy & Environmental Design (LEED) -Gold rated infill development in a major transit area consisting of 40 affordable housing apartments for families earning between 15% to 60% of area median income as well as a neighborhood retail store. Additionally, AHSC funds will be used to improve bicycle access and connectivity at the 12th Street BART station. The development's location in downtown Oakland within two blocks of the city center and the 12th St Civic Center BART is ideal for working families. In close proximity to the site are a wide variety of amenities for residents, including transit, jobs, retail, and services.</p>					

Project Name:	Crenshaw Villas				
Location:	City of Los Angeles				
Project Sponsor:	American Communities, LLC				
Project Type:	TOD	Disadvantaged Community?	YES	Total Award:	\$2,200,000
Project Description:					
<p>This development will consist of the new construction of a five story, mixed-use affordable housing building at 2645 Crenshaw Boulevard. This development consists of 50 residential dwelling units and 4,999 square feet of neighborhood-serving commercial/office uses. The 50 units consist of 49 affordable senior units for low-income households and one manager's unit. The project will also provide secured bicycle parking.</p>					

Project Name:	Delta Lane Affordable Housing and Grand Gateway Transportation Infrastructure Project				
Project Sponsor:	City of West Sacramento				
Project Type:	ICP	Disadvantaged Community?	YES	Total Award:	\$6,730,888
Project Description					
<p>The Delta Lane Affordable Housing Project is a mixed-use development including 77 residential units and retail. The project will also provide transportation improvements in the Grand Gateway and Washington transit-oriented development/infill development districts. The project will greatly improve walkability and bikeability opportunities that are currently lacking and offer connectivity to the two surrounding disadvantaged communities. The project will also be connected to the nearby city transit hub and the major employment centers of CalSTRS, the California Department of General Services, and downtown Sacramento.</p>					

Project Name:	Depot at Santiago				
Location:	City of Santa Ana				
Project Sponsor:	C&C Development, LLC				
Project Type:	ICP	Disadvantaged Community?	YES	Total Award:	\$3,925,000
Project Description:					
<p>The Depot at Santiago consists of a 70-unit development that will be affordable to families earning between 30% and 60% of area median income. Located directly across the street from the Santa Ana Regional Transit Center (SARTC), the location provides for an excellent opportunity to develop high quality, affordable housing directly adjacent to public transportation. This project will also add crossing treatments at the intersections of Santa Ana Boulevard/Lacy Street and Santa Ana Boulevard/Garfield Street to increase the visibility of pedestrians at the intersection, decrease the crossing distance for pedestrians, and notify motorists of the presence of pedestrians crossing. As part of this project, the City will also install curb extensions, high-visibility crosswalks, rectangular rapid flashing beacons, and signage.</p>					

Strategic Growth Council

Project Name:	Eddy & Taylor Family Housing			
Location:	City of San Francisco			
Project Sponsor:	Tenderloin Neighborhood Development Corporation			
Project Type:	TOD	Disadvantaged Community?	YES	Total Award: \$10,000,011
Project Description				
<p>Eddy & Taylor Family Housing is a mixed-use project located in San Francisco. The site is a rectangular corner lot currently used as a surface parking lot. The project is two blocks from the Powell Street station served by both BART train and Muni light rail, and the Market Street corridor. The affordable housing development consists of 103 restricted affordable units with 30% of the units reserved for formally homeless earning 30% area median income or below. The project will also include upgrades of walkable corridors along Eddy and Taylor streets.</p>				

Project Name:	El Cerrito Senior Mixed Use Apartments			
Location:	City of El Cerrito			
Project Sponsor:	Eden Housing, Inc.			
Project Type:	TOD	Disadvantaged Community?	No	Total Award: \$5,657,872
Project Description:				
<p>The El Cerrito Senior Mixed-Use Apartments is a new construction 63-unit mixed-use senior affordable housing project within Midtown District of the El Cerrito's San Pablo Avenue Priority Development Area. The housing component will provide 100% affordable rents for 62 one-bedroom apartments to serve very low and low income seniors. There will be an on-site resident manager, a services coordinator, a community room with a kitchen, a computer room/library, an exercise room, laundry, bike storage and a resident courtyard with raised planter beds for resident gardening. In addition to the affordable housing units, 3,000 square feet of commercial space will house a clinic and a retail business. The project will also fund bicycle and pedestrian wayfinding and amenities on the Ohlone Greenway, a multimodal pedestrian and bicycle path connecting the two El Cerrito BART stations to the existing and planned network of pedestrian and bicycle facilities within El Cerrito, Richmond, Albany and Berkeley.</p>				

Project Name:	El Segundo Family Apartments			
Location:	City of Los Angeles			
Project Sponsor:	Meta Housing Corporation			
Project Type:	ICP	Disadvantaged Community?	YES	Total Award: \$1,900,000
Project Description:				
<p>El Segundo Family Apartments consists of the 75 new affordable rental units for working families and people with special needs earning between 15% to 50% of Area Median Income. In addition to the construction of the affordable housing, this project also includes construction of 75 secure covered bike stalls and installation of water-conserving landscaping. The affordable housing development is in close proximity to a wide variety of amenities including transit, retail, and vital services. The Figueroa Street and 127th Street bus stop, less than 1/2 mile away, is used to travel to the various job centers across Los Angeles.</p>				

Strategic Growth Council

Project Name:	Hayward Senior Apartments				
Location:	City of Hayward				
Project Sponsor:	Meta Housing Corporation				
Project Type:	TOD	Disadvantaged Community?	No	Total Award:	\$2,183,000
Project Description:					
<p>Hayward Senior Apartments is the new construction of a Leadership in Energy & Environmental Design (LEED) -Gold rated infill development with 60 affordable housing apartments for seniors earning between 15% to 60% of area median income. The project also includes 5,936 square feet of neighborhood retail. In addition to the construction of the affordable housing development, AHSC Program funds will be used for new sidewalks, new street lighting, lane reconfiguration, a new traffic signal, and upgrades to a pedestrian crosswalk. In addition, the project sponsor has partnered with BART to construct new bike lockers at the Hayward BART Station and wayfinding signs from the housing to the station. In close proximity to the site are a wide variety of amenities for residents, including transit, jobs, retail, and services. The Hayward BART is less than 1/4 mile away. In addition to containing two BART lines, this station is heavily used for bus service: There are fifteen bus lines with stops at this station.</p>					

Project Name:	Hotel Fresno				
Location:	City of Fresno				
Project Sponsor:	APEC International, LLC				
Project Type:	ICP	Disadvantaged Community?	YES	Total Award:	\$4,800,000
Project Description					
<p>The Hotel Fresno Apartments development consists of converting the vacant commercial Hotel Fresno building located in the City of Fresno into a new multifamily residential rental housing development with 79 units. Forty of the units will be designated as affordable units, 38 units will be market rate, and 1 unit will be reserved for an on-site manager (which will also be restricted to 60% of area median income). Upon completion, the Hotel Fresno Apartments development will consist of seven floors of apartments, common areas and office space on the ground floor, and construction of a required new parking garage with 81 parking spaces located adjacent to the hotel building site.</p>					

Project Name:	MacArthur Park Apartments Phase B				
Location:	City of Los Angeles				
Project Sponsor:	McCormack Baron Salazar				
Project Type:	TOD	Disadvantaged Community?	YES	Total Award:	\$5,000,000
Project Description					
<p>MacArthur Park Apartments Phase B is an 82-unit mixed use affordable housing development with approximately 7,000 square feet of retail. In addition to the affordable housing development, the project includes improved access to the Westlake/MacArthur Park Station serving the Metro Red and Purple lines.</p>					

Project Name:	March Veterans Village			
Location:	Riverside County			
Project Sponsor:	Coachella Valley Housing Coalition			
Project Type:	ICP	Disadvantaged Community?	YES	Total Award: \$6,109,114
Project Description:				
<p>The Coachella Valley Housing Coalition, in partnership with the U.S. Veterans Initiative, will develop March Veterans Village, a 138 unit multi-family, 100% affordable, apartment community on the old March Air Force Base to house veterans. The 160 units are distributed between two four story buildings and one three story building on approximately 4 acres. U.S. VETS has served veterans on the March Air Force Base since 2003, and currently serves 119 veterans a day with much needed case management, transitional housing, and permanent housing. U.S. VETS and CVHC are expanding the existing facility to accommodate more permanent housing units, and the development of an additional 50 transitional housing beds. This is the first phase of a multi-phase project. Upon completion of all phases of the project, more than 400 veterans will be served at this facility.</p>				

Project Name:	Miraflores Senior Housing			
Location:	City of Richmond			
Project Sponsor:	Eden Housing, Inc.			
Project Type:	ICP	Disadvantaged Community?	YES	Total Award: \$5,077,558
Project Description:				
<p>Miraflores Senior Housing, located in the Park Plaza neighborhood of the City of Richmond, will create 80 service-enhanced homes affordable to the lowest income seniors. The project is located in proximity to convenient bus lines that run along McDonald Avenue and Cutting Boulevard to the Del Norte Shopping center (which includes grocery stores, pharmacies, restaurants, banks) as well as the Del Norte BART station.</p>				

Project Name:	Mission Bay South Block 6 East			
Location:	City of San Francisco			
Project Sponsor:	Tenderloin Neighborhood Development Corporation			
Project Type:	TOD	Disadvantaged Community?	NO	Total Award: \$4,999,989
Project Description:				
<p>Mission Bay Block South 6 East is a 1.45 acre site located in San Francisco's Mission Bay neighborhood. The affordable housing development includes 143 residential units and 10,000 square feet of neighborhood retail. This project also includes the construction of a publicly accessible pedestrian walkway linking Mission Bay Commons Park with the future Mission Bay Kid's Park at the intersection of Long Bridge and China Basin Streets. The building will include 53 one-bedroom, 47 two-bedroom, 43 three-bedroom units. Twenty percent of the units will be reserved for formerly homeless families, earning 30% of area median income or below, and the rest of the units reserved for households at 50% of area median income or below.</p>				

Project Name:	Mosaic Gardens at Westlake			
Location:	City of Los Angeles			
Project Sponsor:	LINC Housing			
Project Type:	ICP	Disadvantaged Community?	YES	Total Award: \$1,900,000
Project Description				
<p>Mosaic Gardens at Westlake is an infill site which will be repositioned as a vibrant 125-unit housing community. The development includes the acquisition of six contiguous parcels, totaling 1.19 acres. The new development replaces a site currently blighted with dilapidated structures and vacant land covered with broken cars, trash and grossly unmaintained overgrowth. This development is an intergenerational community which will serve families and seniors. More than half, or 63, of units will be reserved for homeless individuals or families, with 32 of those units reserved for chronically homeless individuals or families.</p>				

Project Name:	Riviera Family Apartments			
Location:	City of Walnut Creek			
Project Sponsor:	Resources for Community Development			
Project Type:	TOD	Disadvantaged Community?	No	Total Award: \$4,277,904
Project Description:				
<p>Riviera Family Apartments will provide 58 newly constructed apartments affordable to low-income families in the City of Walnut Creek. New infrastructure serving the housing will include structured parking and utility service as well as new infrastructure benefiting the community, located in publicly accessible areas which will include pedestrian improvements, low-impact landscaping, and traffic calming.</p>				

Project Name:	South Bay Bus Rapid Transit (BRT) Project			
Location:	City of Chula Vista and parts of surrounding San Diego County			
Project Sponsor:	San Diego Association of Governments			
Project Type:	ICP	Disadvantaged Community?	YES	Total Award: \$7,000,000
Project Description:				
<p>The South Bay BRT is a 21-mile bus rapid transit route that will operate between the Otay Mesa Border Crossing and Downtown San Diego. The project will complete the final 11 miles of the route between Chula Vista and a new Intermodal Transportation Center at the border with Mexico. The project will provide transit service for residents and employees in the corridor who currently have no viable transit options. The project will operate in dedicated transit lanes, serve six stations (five in Otay Ranch - a transit oriented village) and provide a direct transit connection to the border. The project will reduce greenhouse gas emissions by shifting trips from autos to transit, increase public health by helping to decrease pollutants at the border, and help link disadvantaged communities to affordable housing and key destination areas.</p>				

Strategic Growth Council

Project Name:	Sylmar Court Apartments				
Location:	City of Los Angeles				
Project Sponsor:	Meta Housing Corporation				
Project Type:	ICP	Disadvantaged Community?	YES	Total Award:	\$2,500,000
Project Description:					
<p>This infill development is a Leadership in Energy & Environmental Design (LEED)-Gold rated affordable housing development less than a ½ mile away from the MetroLink Sylmar station and consists of 101 affordable units for families earning between 25% to 60% of area median income, along with a neighborhood retail store. Twenty-five of the units will be reserved for residents with special needs. Additionally, the development will improve pedestrian amenities around the site and better connect to a nearby bike path. The development's location, in close proximity to transit, jobs, retail, and services, is beneficial for working families. The Sylmar Metrolink station is a major commuter hub. In addition to commuter rail, the station is heavily used for bus service with a Commuter Express bus line, seven local bus lines, and two Rapid Bus lines.</p>					

Project Name:	Truckee Railyard Downtown Corridor Improvements Project				
Location:	Town of Truckee				
Project Sponsor:	Truckee Development Associates				
Project Type:	ICP	Disadvantaged Community?	No	Total Award:	\$8,000,000
Project Description:					
<p>The Truckee Railyard Downtown Corridor Improvements Project is a multimodal transportation improvement in downtown Truckee, the vibrant core of a rural region. Over the last decade, the Town has worked to transform its historic downtown, a portion of which is former State Highway 267, into a pedestrian, bike, transit, and vehicle-friendly central core to better reflect the corridor's opportunity as a thriving mixed-use downtown. Truckee is the gateway to the Tahoe region, a community and economy deeply impacted by climate change, and it can redefine mountain living with smart, urban principles. The project will provide safer multimodal mobility between downtown and working neighborhoods, and open up desperately needed infill housing and economic development. The project is a critical link in the Town's integrated transportation and land use approach to a more equitable, sustainable, and economically competitive future to address the region's most pressing challenges.</p>					

Project Name:	Vanpool Expansion Project				
Location:	Merced, Madera, Fresno, Tulare, Kings Kern, Monterey and Imperial counties				
Project Sponsor:	California Vanpool Authority				
Project Type:	ICP	Disadvantaged Community?	YES	Total Award:	\$3,000,000
Project Description:					
<p>The Vanpool Expansion Project will be targeted toward providing farmworkers located in rural areas with a van to travel between home and work. Residents in these areas generally lack access to reliable public transportation, a reliable vehicle and often do not have a drivers license.</p>					

Project Name:	Westside Infill Transit Oriented Development				
Location:	City of National City				
Project Sponsor:	City of National City				
Project Type:	TOD	Disadvantaged Community?	YES	Total Award:	\$9,240,888
Project Description:					
<p>The Westside Infill Transit Oriented Development is a proposed 201-unit affordable housing infill development along Paradise Creek in National City. Phase I, currently under construction, will complete 109 units on site. Phase II will complete the development by constructing 92 units, expanding Paradise Creek Educational Park/Trail, and building off-site transportation improvements including: Class II bicycle lanes, pedestrian pathways, and ADA enhancements at key intersections within the public right-of-way. The entire project is based on a concept developed through a neighborhood/stakeholder design process and was adopted as part of the City's Westside Specific Plan in 2010.</p>					