



California's Affordable Housing and Sustainable Communities Program

AHSC Impact Report, Rounds 1 to 8



CALIFORNIA HOUSING PARTNERSHIP

www.chpc.net

The State created the California Housing Partnership (the Partnership) in 1988 as a private nonprofit organization with a public mission: to help preserve and expand California’s supply of affordable homes and to provide leadership on affordable housing policy and resource issues. The Partnership is unique in combining on-the-ground technical assistance with applied research and policy leadership at the state and national level. Since 1988, the Partnership has helped more than a hundred California nonprofit and government housing agencies leverage more than \$37 billion in public and private financing that resulted in the creation or preservation of more than 96,000 homes affordable to low-income Californians. The Partnership has provided financial technical assistance to dozens of AHSC applicants since the program was formed in 2014. The Partnership was a leader of the efforts that led to the creation of the program—co-authoring research with TransForm and the Center for Neighborhood Technology and later with Enterprise Community Partners.^{1 2}

ENTERPRISE COMMUNITY PARTNERS

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

Enterprise Community Partners (Enterprise) is a national nonprofit that develops technical and capacity building programs, advocates for policies, and delivers the capital to create and preserve affordable housing for low-income families. Our vision is that one day, all people—regardless of race, income, or zip code—will live in vibrant, inclusive communities. Over the last 40 years, Enterprise has worked across California to invest \$7 billion through Low Income Housing Tax Credits, grants, and loans to provide residents with high-quality affordable homes and strengthen community-based resources. We also provide technical assistance and capacity building support to affordable housing developers, public sector agencies, and community-based organizations, which provides us with both an in-depth and wide-reaching look at opportunities and challenges for affordable housing across the state. Enterprise is one of the leading technical assistance providers for AHSC. After advocating for the creation of the program, Enterprise launched its AHSC practice in 2014 and has grown its practice to provide comprehensive technical assistance to AHSC applicant teams statewide. Enterprise provided technical assistance to 17 out of the 24 awarded applicants in Round 8 of AHSC funding.

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INTRODUCTION

Since 2014, the Affordable Housing and Sustainable Communities program (AHSC) has funded integrated public investments that include affordable housing, transportation, urban greening, and community programming. AHSC properties have changed development and land use patterns in California to foster more affordable, equitable, and sustainable communities.

AHSC developments significantly reduce greenhouse gas emissions while addressing persistent environmental harms and community disinvestment.

Over the course of all AHSC developments' lifetimes, the program will help mitigate over **5.7 million metric tons of greenhouse gas emissions** by decreasing reliance on driving while connecting residents to amenities, services, and economic opportunities that are accessible on foot or via public transit. This significantly impacts communities that disproportionately bear the burden of pollution, with **56 percent of AHSC developments located in or benefitting disadvantaged communities (DACs)**.

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

Of the over **20,000 affordable homes produced** through AHSC, 15 percent are permanent supportive housing serving formerly homeless households, 33 percent serve extremely low-income households, with the vast majority of the remaining units serving low-income households of 60% AMI and below. Residents of AHSC developments benefit from an **average of \$10,566 in rent savings** per year. The program also delivers direct economic benefits in the form of earned wages and taxes, supporting **46,938**



20,361 homes

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



\$10,556/year

per household average rent savings per year



1,512 miles

new and improved bike lanes and 959 new public transit vehicles⁴



5.7 million

metric tons of greenhouse gas emissions avoided



512 million

fewer miles driven in a car each year



46,938 jobs

for housing construction

jobs and generating **\$4.7 billion in wages and business income**. Additionally, AHSC developments have generated more than **\$1.8 billion in revenue for state and local governments** through the form of taxes.

AHSC brings investment to California's diverse communities, including rural, suburban, and urban areas.

AHSC's program design intentionally allows for flexibility to meet each locality's unique climate and housing challenges, informed by extensive

community engagement and local partnerships. As a result, AHSC has funded a wide array of developments, ranging from farmworker housing paired with vanpooling services to infill affordable housing developments adjacent to major transit.

Through the 20 percent continuous appropriation from California's Greenhouse Gas Reduction Fund (GGRF), AHSC provides the State's largest source of stable, ongoing funding for affordable housing, more than \$545 million in 2024 alone.

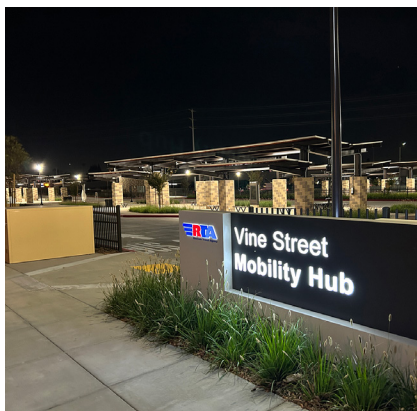
This sets AHSC apart from most state housing programs, which rely on annual allocations from the state budget or time-limited, voter-approved bonds. This reliable funding encourages local governments and developers to have a consistent pipeline of affordable, GHG-reducing homes. AHSC funds are used to leverage private and federal resources, such as the Low Income Housing Tax Credit, that further magnifies the impacts of California's investments.

What Does AHSC Fund?

New **SUSTAINABLE HOMES** affordable to Californians with low incomes



New, restored or expanded **PUBLIC TRANSIT** infrastructure, including new vehicles (buses, rail cars, vanpools or shuttles), new dedicated bus lanes and improvements to transit facilities



New or improved **WALKWAYS** that enhance mobility, access and safety of pedestrians, including upgraded sidewalks, safe intersections, traffic calming measures and better lighting



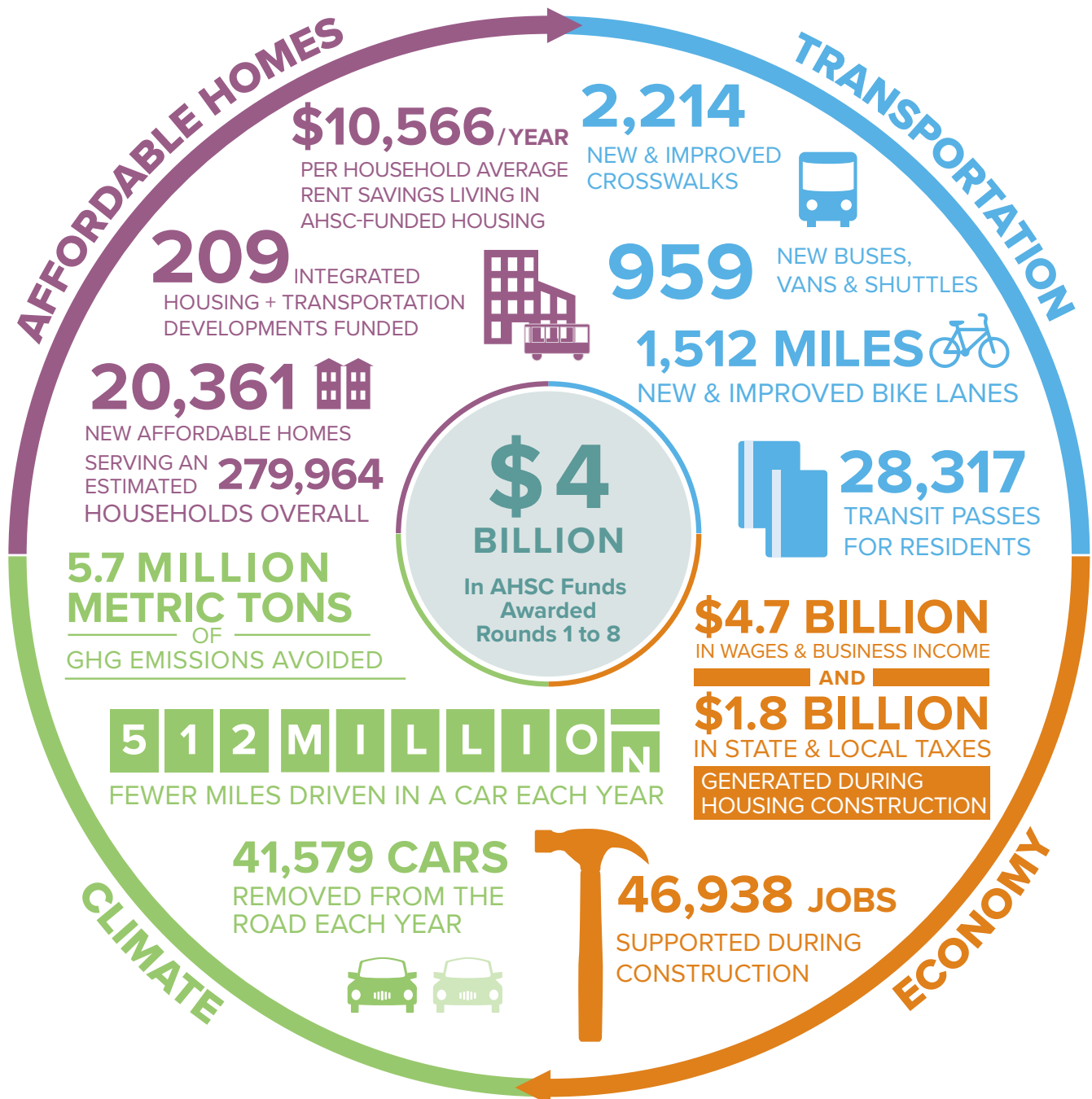
New **BICYCLE**-related amenities, such as additional or improved bikeways, bicycle repair facilities, bike sharing infrastructure and bicycle parking

New **URBAN GREENING** investments, such as street tree plantings, bioswales, urban gardens and native species landscaping

Critical **COMMUNITY PROGRAMMING**, including pedestrian and bicycle safety education, ride and car shares, transit passes, air pollution exposure reduction, tenant legal counseling and workforce development

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM IMPACT TO DATE, ROUNDS 1 – 8

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



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

RESIDENTS AND COMMUNITY BENEFITS

The AHSC program delivers significant benefits to recipient communities by providing stable affordable homes, improving air quality, mitigating climate change, and improving access to transportation and economic opportunities, all while helping stimulate the local economy. AHSC accomplishes this by funding holistic, integrated developments that pair affordable housing with transportation infrastructure and climate investments. These transformative developments encourage residents to take advantage of accessible public transit and bike and pedestrian infrastructure, minimizing the use of cars and reducing greenhouse gas emissions in the process. AHSC-funded developments consistently serve as a model for what sustainable and equitable development in California's diverse communities can look like.



Investments in Disadvantaged Communities (DACs)

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

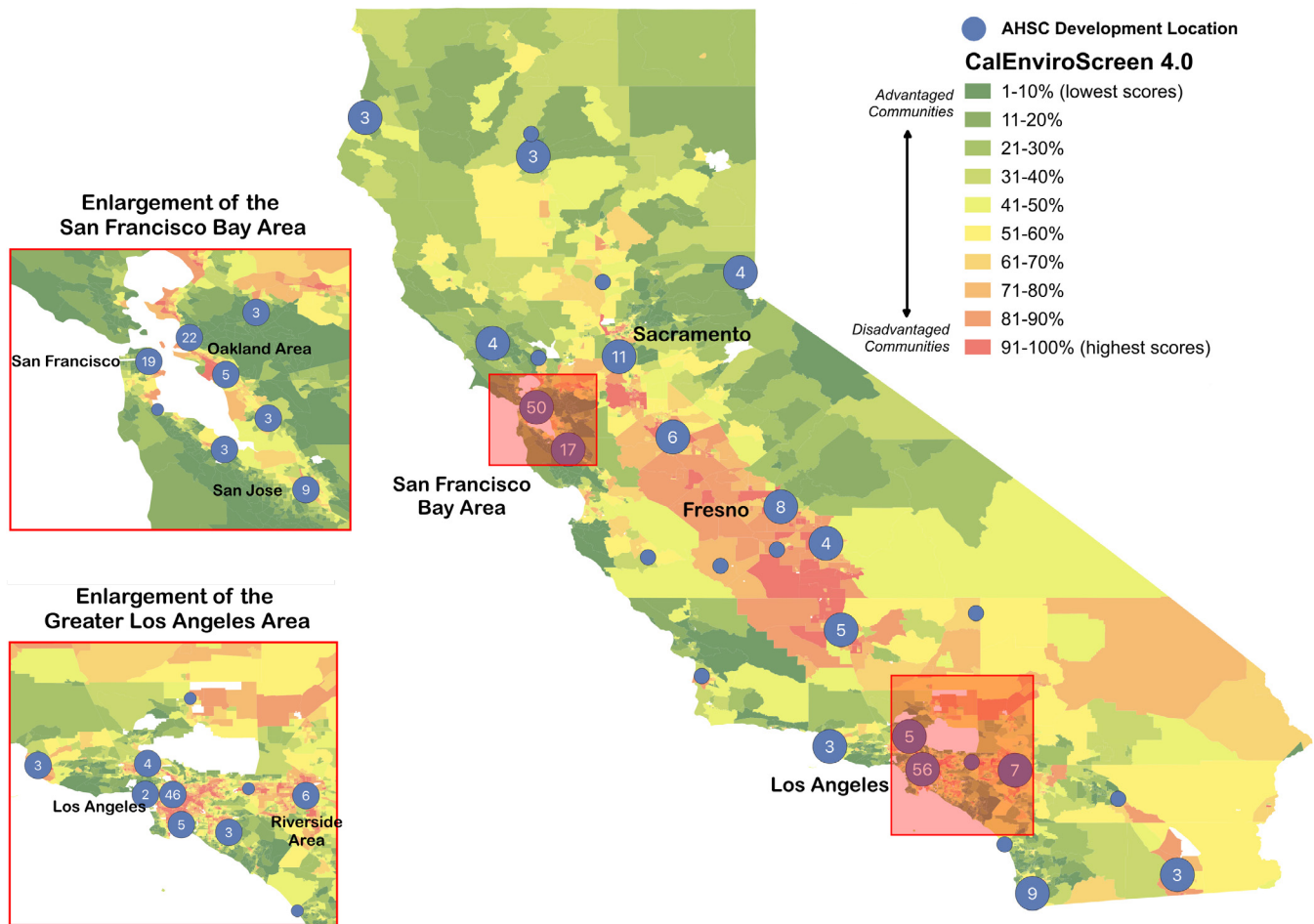
Over the past eight funding rounds, 56 percent of funded affordable housing developments—accounting for 59 percent of total awarded funds—will either be located within or will directly benefit DACs. The AHSC program's investment in holistic developments that integrate affordable housing, public transportation and community amenities is particularly beneficial for redressing historical and current environmental harms in DACs and low-income communities.

Technical Assistance

The State-funded AHSC Technical Assistance (TA) program is designed to provide in-depth, customized support and guidance to applicant teams across the state in recognition of the unique needs of the communities they serve. This helps improve access to the AHSC program by ensuring that any jurisdiction or applicant team, regardless of capacity, previous experience, or in-house technical expertise, have the support they need to meet the high standards of the program. The TA program provides the relevant expertise, tools, and guidance to assemble competitive applications for the high-quality transformative developments that the AHSC program is known for. Through this work, a more inclusive set of communities benefit from AHSC investments, staying true to the program's focus on equitable development.

MAP OF AHSC DEVELOPMENTS ROUNDS 1 – 8

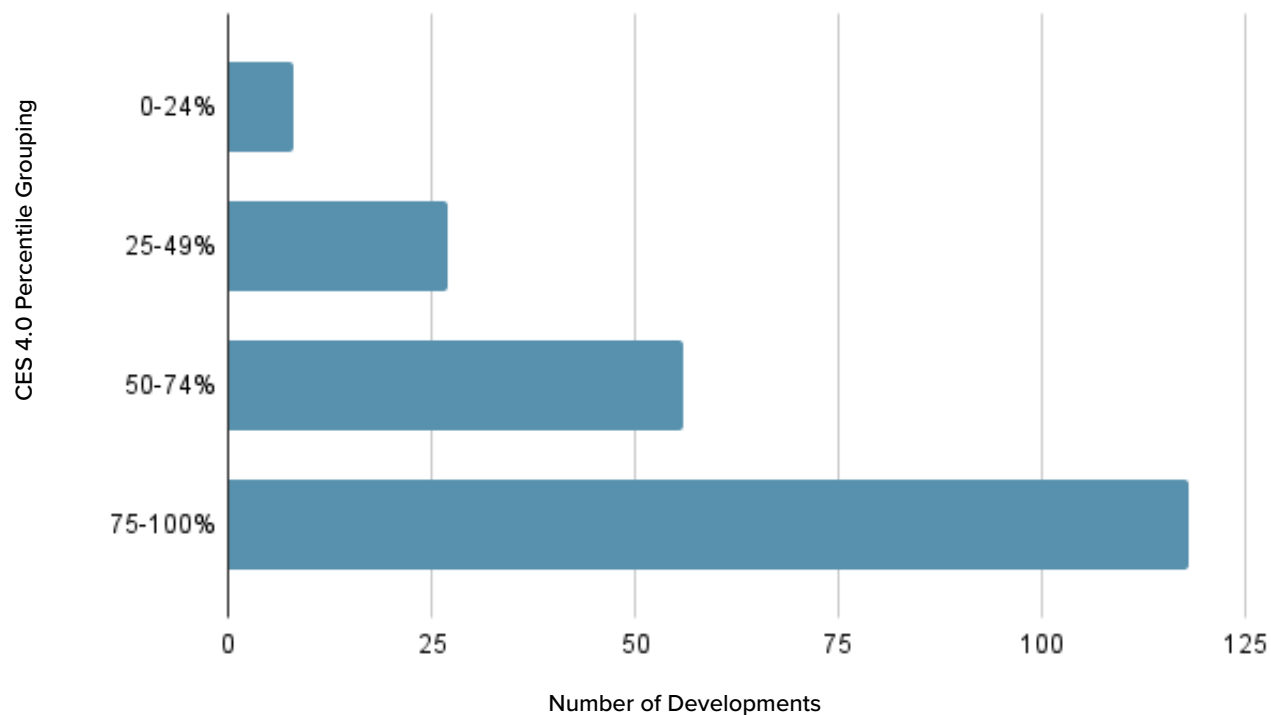
Over all eight rounds of awards, AHSC has **funded \$4 billion to create 209 integrated** affordable housing and transportation developments across California, the majority of which benefit people living in disadvantaged communities. **56 percent of AHSC-funded developments are located in the top 25 percent of census tracts with the highest burden of pollution**, as defined by the CalEnviroScreen 4.0 (see Table 1 below).



Source: California Housing Partnership mapping of AHSC-funded developments, Rounds 1-8. Development locations are overlaid on the CalEnviroScreen 4.0 map (see website: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>), which identifies California communities that are “disadvantaged” or disproportionately burdened by sources of pollution, as well as where people are especially vulnerable to pollution’s effects due to socioeconomic factors. AHSC is specifically designed to fund developments that directly benefit these “disadvantaged” communities (also known as “DACs”), which are census tracts that receive the highest 25 percent of overall scores in the CalEnviroScreen, including some additional guidelines.³ At least 50 percent of AHSC funds are required to benefit or be located within a DAC. Assembly Bill 1550 built upon these provisions by imposing additional requirements for AHSC funds to benefit “low-income communities.”

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

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



Source: California Housing Partnership mapping of AHSC-funded developments, Rounds 1-8. CalEnviroScreen 4.0 data from the California Office of Environmental Health Hazard Assessment (Website: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>)



Transformative Developments Tailored to Local Needs

The AHSC program is designed to work for all types of communities across California while maintaining rigorous standards co-developed by the state and its stakeholders. AHSC is attuned to different communities' unique contexts, which may require specific approaches to housing and transportation to ultimately meet the shared goal of reducing greenhouse gas emissions. From rural farmworker communities to dense urban areas, AHSC's investments are a significant collective step toward meeting the state's climate and equity goals.

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

Investments in sustainable housing and transportation are critical to meet California's emissions reduction targets outlined in AB 32. Housing and transportation contribute significantly to the state's environmental footprint, making up a combined 34.2 percent of the state's greenhouse gas emissions.⁵ AHSC is an innovative program that funds the production of sustainably built and climate-resilient affordable housing with investments in transit and active transportation that provides residents and community members with access to jobs and amenities while reducing greenhouse gas emissions. By increasing access to public transit and active transportation options like walking and biking, residents are less dependent on single-occupancy vehicles for mobility. Through these investments, AHSC-funded developments will reduce greenhouse gas emissions by an estimated **5.7 million metric tons of CO₂** over the course of all developments' operating lives and **remove 41,579 car trips from the road annually**.

Pollution and air quality remain major challenges in California impacting the environment and public health. Low-income and BIPOC communities are far more likely to experience significant air pollution in California.⁶ Through the reduction of car trips from transit, the addition of vegetation and trees at AHSC properties, and efficient building design and appliances, Round 8 AHSC developments will remove approximately **149,146 pounds of local air pollutant emissions** from the atmosphere. Much of this reduction in air pollutants will benefit predominantly disadvantaged and low-income communities that already suffer from high pollution.⁷

Over the life of the program, developments funded by the AHSC program have become more efficient at reducing GHGs over time. From Round 2 to Round 7, the median estimated GHG emissions reduction per award increased by 123 percent - from 13,421 to 29,958 metric tons of CO₂. In Round 8, developments funded by the program had a median estimated GHG emissions reduction of 15,131 metric tons CO₂. The residual impacts of the COVID-19 pandemic on transit ridership, as well as



20,361 homes

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



41,579 car trips

removed from the road annually



5.7 million

metric tons of GHG emissions avoided

variations in the types of transit projects put forth by applicants, has led to lower per application GHG results in Round 7 and Round 8. This indicates a renewed need to support and invest in sustainable transportation investments so that the state's public transit system can continue to recover. As it does, GHG reductions in AHSC are expected to return to pre-pandemic levels.

As climate change increases the number of extreme weather events, AHSC is funding developments that are not only mitigating climate impacts but also are built to be resilient to these events. In California, extreme heat events are increasing in regularity throughout the state and are dangerous for already vulnerable populations. In the past 10 years, approximately 10,600 people in the state have visited the emergency room and 5,000 have been hospitalized due to extreme heat.⁸ AHSC developments take steps to increase resilience to these events, including planting vegetation and trees to provide shading and reduce the urban heat island effect. Drought-tolerant landscaping and bioswales prepare properties for periods of drought and prevent flooding. Air filtration and ventilation improve air quality inside of and surrounding the properties. Improved insulation and solar power increase resilience in the event of an outage and reduce energy bills for residents. This particular approach to energy resilience is also sustainable and cost-effective, with developments funded in Round 8 estimated to collectively save **\$247 million in energy and fuel-related costs**.

Inequitable Exposure to Pollution

Vehicular emissions are one of the primary sources of air pollution in California, disproportionately impacting communities of color and low-income communities. A high level of air pollution puts residents at greater risk of respiratory illnesses like asthma, increases healthcare costs, and adversely affects overall quality of life.^{9, 10} On average, African American, Latinx, and Asian residents in California are exposed to 43, 39, and 21 percent higher rates of vehicular-caused air pollution than white residents, respectively.¹¹ Furthermore, the lowest-income households experience a 10 percent higher exposure to particulate matter air pollution in their neighborhoods than the state average, while the highest-income households are 13 percent below the state average.¹²

The AHSC program's emphasis on investing in disadvantaged communities that disproportionately bear the burden of pollution is meant to address this very inequity. Investments in climate change mitigation, sustainability, and urban greening seek to mitigate the impacts of air pollution. The reduction in vehicle miles traveled from AHSC-funded developments also directly reduces the level of emissions that these communities are exposed to, helping improve local air quality.



PARKVIEW PLACE

Los Angeles, CA

AHSC Funding Round:
Round 5

Project Type:
Integrated Connectivity Project

Developers:
Thomas Safran & Associates

Total Units:
126 affordable homes, including 31 units for formerly homeless individuals and families

Transportation Improvement:
Purchase of electric buses for the DASH Transit System, construction of bikeways, pedestrian safety improvements and sidewalks

Transportation Partner:
Los Angeles Department of Transportation

GHG Reduction:
15,145 metric tons of greenhouse gas emissions avoided

State Legislative Districts:
Assembly District 57, Senate District 28

AHSC Investment: \$24,057,513

- Housing Funding: \$16,500,000
- Transportation Capital Funding: \$7,258,913
- Community Education and Other Program Costs: \$298,600

Completed in 2024, Parkview Place provides 126 affordable units of family housing in Los Angeles. The development replaces a burned down meat-processing plant with a beautifully designed and amenity-rich building affordable to residents earning between 30-60% of the Area Median Income (AMI). The development features 1-3 bedroom units with access to on-site amenities including a community room, computer lab, fitness center, library, piano area, and bicycle storage space. The outdoor space features a landscaped courtyard, ample trees, a children's playground, and two BBQ areas.

Located just 2 miles from downtown and adjacent to Jefferson High School and the Ross Snyder Recreation Center, Parkview provides residents with access to jobs, amenities, and community resources. As part of this project, AHSC funded the purchase of four electric buses for the DASH transit system and 79 transit passes for three years to support access to public transit. Planned construction of bikeways, pedestrian safety improvements and sidewalks will help improve residents' access to transportation options such as biking and walking, helping limit greenhouse gas emissions.

CASE STUDY: Parkview Place, Los Angeles CA

To combat pollution and create a healthy environment for residents, over 141 trees were planted, and the building was oriented to create a buffer between industrial uses and residents' homes. The trees, landscaping, and paving materials reduce the urban heat island effect and cool the surrounding area. The building utilizes an insulating facade and solar panels to achieve net zero energy usage. On-site stormwater management reduces flooding risk and rainwater collection provides water for irrigation. The project is Zero Net Energy, meaning the buildings were designed and engineered to produce as much energy as they consume. Through the solar photovoltaic panels installed on the roofs of both buildings as well as the carports, the project will offset approximately 100% of its energy consumption. This will help reduce the project's impacts on the local electricity grid during extreme heat events.

The developer is partnering with local organizations to maximize community benefits. St. Joseph Center will deliver clinical and supportive services, provide intensive case management, and collaborate with the developer on resident engagement. The Community for Responsible Community Development's (CRCD) WorkSource Center will provide outreach, coordination, training, and employment placement services to Parkview residents seeking employment. CRCD is focused specifically on supporting low-income individuals facing multiple barriers to employment.

In a neighborhood that has long suffered from air pollution, AHSC funds provided the opportunity to not only create affordable housing and increase transportation options, but also to mitigate pollution and create a healthier and safer environment for residents and the surrounding neighborhood.



Expanding Transportation Infrastructure and Connectivity to Jobs and Resources

One of AHSC's primary strategies to reduce greenhouse gas emissions is investing in transportation infrastructure to provide residents of the affordable housing developments and the surrounding community with more opportunities and incentives to bike, walk, or use public transit. Over the past eight rounds, AHSC has invested significantly in bike and pedestrian improvements, including the construction of **1,512 miles of new and improved bike lanes, 2,214 new and improved crosswalks, as well as lighting, signage, bus shelters and bicycle parking.** To help improve public transit availability and service, AHSC has also funded the acquisition of **959 new buses, vans, and shuttles** to serve residents and the broader community. This has also included funding transportation capital improvement projects, such as transit signal priority upgrades, bus only lanes, bus boarding bulbs, and new transit stations. Since Round 5, AHSC funds have been available for transit operations, supporting



28,317 transit passes
made available for residents



2,214 crosswalks
newly added or improved



1,512 miles
of bikeways new and improved

transit agencies in improving their level of service. AHSC awardees are also required to provide free transit passes to residents for at least three years.¹³ In Round 8, AHSC funded **6,096 transit passes**, further encouraging the use of public transit and improving connectivity to jobs and community amenities. These collective transportation investments will contribute to **512 million fewer miles driven every year**, supporting California's progress towards its climate goals.



WESTVIEW VILLAGE III

Ventura, CA

AHSC Funding Round:

Round 4

Project Type:

Transit-Oriented Development

Developers:

Housing Authority of the City of San Buenaventura

Total Units:

104 affordable homes

Transportation Improvement:

Class III bikeways, acquisition of 40 vanpool vehicles

Transportation Partner:

Ventura County Transportation Commission, CalVans

GHG Reduction:

17,894 metric tons of greenhouse gas emissions avoided

State Legislative Districts:

Assembly District 37, Senate District 19

AHSC Investment: \$18,983,730

- Housing Funding: \$13,000,000
- Transportation Capital Funding: \$5,685,814
- Community Education and Other Program Costs: \$297,916



Westview Village III is a part of the redevelopment of Westview Village public housing, originally completed in the early 1950s. AHSC funds contributed to the third phase of the development, replacing 47 dilapidated public housing units with 105 new affordable units for families earning between 30 to 60 percent of the Area Median Income (AMI). In response to the needs of current residents and community members, 42 of the units have 3 to 4 bedrooms for families. The redevelopment also features an early childhood education center, which was a desire expressed during the community engagement process. This engagement process also included the creation of the Westview Village Resident Advisory Council with elected resident representatives who met monthly to discuss the development and share feedback. Additionally, the development featured the construction of 2 miles of Class III bikeways to connect the property to surrounding active transportation networks and 40 CalVans vanpool

vehicles to connect residents to amenities and jobs. The investment in vanpool vehicles was a direct response to community concern over transportation costs, particularly for farmworkers in the area. In just four years, the vanpool program will result in a reduction of 43 million passenger car miles traveled. The Housing Authority also partnered with the Ventura County Transportation Commission to provide tenants with a bus pass per household for ten years.

This development is the first development in the City of Ventura to receive a gold ranking from Leadership in Energy and Environmental Design (LEED) for Homes, a rating system that promotes the design and construction of green homes. To manage the increasing number of extreme heat events in Ventura, and minimize energy bills for residents, the building was designed with extra insulation in the walls and roof. Trees will shade more than half of the hardscaping on the site and five bus shelters will provide shade for community members using public transportation. Bioswales mitigate flooding and provide additional

landscaping. Thoughtfully designed air filtration and ventilation systems on-site, in addition to the landscaping, help mitigate pollution from agricultural and industrial facilities.

Ventura Westside Housing is a part of an imaginative redevelopment of an existing public housing development that provides additional units of mixed-income housing, protects residents and neighbors from air pollution, flooding, and extreme heat, and provides additional transportation options, increasing connectivity with the rest of Ventura and reducing greenhouse gas emissions.

“The bus pass was the only thing that helped me maintain my employment when my car broke down, since I work in Oxnard. I use [the bus pass] Monday through Friday. It’s a great opportunity and a great way to help the community.”

Asencion Romero, Resident



Building Stable, Affordable Homes

Approximately 1.3 million low-income renter households in California lack access to a stable affordable home and are cost-burdened, meaning they spend more than 30 percent of their income on housing costs.^{14,15} To meet these needs, building more affordable housing is essential, and AHSC plays a critical role in financing this affordable housing.

AHSC directly addresses California's housing needs through the homes it delivers for low-income residents. Throughout the course of the program, AHSC has funded and will produce **20,361 affordable homes near high-quality transportation investments**, including improved public transit and safer bike and pedestrian infrastructure. These homes are estimated to serve nearly **280,000 households** over the lifetime of the developments, providing shelter and stability to not only current residents, but also future tenants. Residents of AHSC-funded developments will benefit from significant rent savings, **an average of \$880 per household per month** compared to what they would have paid in rent in the private market.¹⁶ These savings allow residents greater financial freedom to spend the additional money on other essentials instead, such as food, childcare, healthcare, and education, helping improve residents' quality of life.

California residents who are extremely- and very-low income with household incomes of below 30 percent area median income (AMI) and 30-50 percent AMI respectively, face disproportionate housing affordability challenges. This is demonstrated by the acute housing cost-burden they face, with 89 percent of extremely low-income renter households and 85 percent of very low-income renter households spending more than 30 percent of their household income on housing-related costs.^{17,18} The scale of Californians experiencing homelessness is also a growing concern across the state, with over 187,000 individuals sleeping on the street or in shelters each night.¹⁹ The AHSC program helps address these challenges by serving low-income Californians that are most in need. The average affordability of AHSC-funded developments in



\$10,566/year

per household average annual rent savings living in AHSC-funded housing



209 developments

with integrated housing and transportation



279,964 households

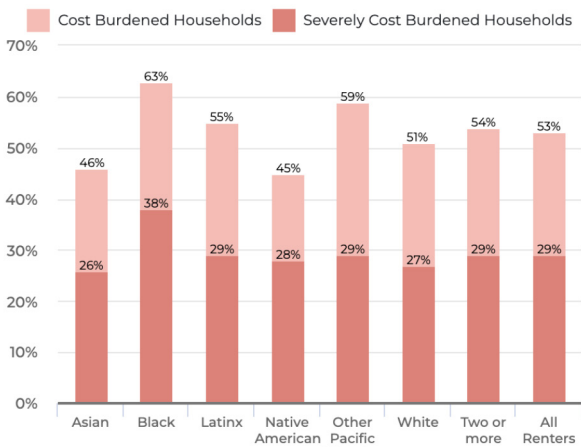
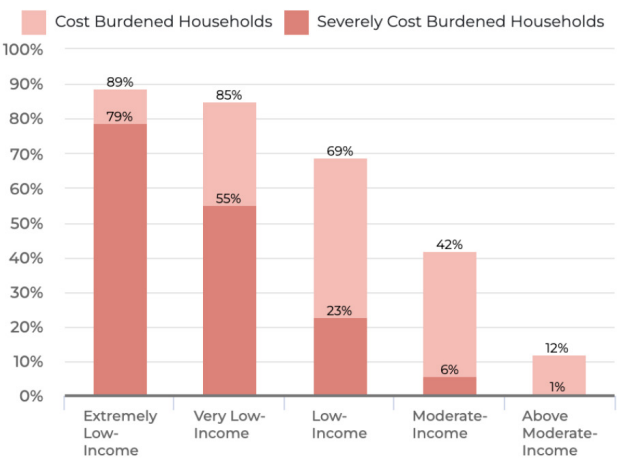
with access to an AHSC-funded affordable home

Round 8 was 46 percent of AMI. Of all the homes funded through the program, 37 percent will serve very low-income households while 33 percent will serve extremely low-income households. Furthermore, 15 percent of all affordable homes funded through AHSC are built as permanent supportive housing serving formerly homeless individuals, with 4 percent of homes serving veterans.

Critical Role in the Affordable Housing Finance System

The AHSC program is California's largest source of stable, ongoing funding for affordable housing, serving as an integral pillar of the state's affordable housing finance ecosystem. This is made possible by the 20 percent continuous appropriation from California's Greenhouse Gas Reduction Fund (GGRF), which funds the program, resulting in investments of more than \$545 million in 2024 alone. This sets AHSC apart from most state housing programs, which rely on annual allocations from the state budget or one-time, voter-approved bonds. The program's reliable funding encourages a consistent pipeline of affordable homes from developers, which then leverage private and federal resources, such as the Low Income Housing Tax Credit. This leveraging further magnifies the efficiency and impact of California's investment in the AHSC program and helps ensure that California fully utilizes available federal affordable housing resources.

Figures 3 and 4: Cost Burden and Severe Cost Burden for Renter Households in California by Income Group And Race/Ethnicity



Source: California Housing Partnership Housing Needs Dashboard. <https://chpc.net/housingneeds/>. Retrieved February 2025.

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

Leveraging Local, Federal, and Private Investments

The AHSC program’s predictable funding from California’s Greenhouse Gas Reduction Fund allows developers to plan for and move developments forward that ultimately attract additional public and private investments. In Round 8, AHSC-awarded developments leveraged \$1.7 billion in additional local, federal, and private dollars. Most critically, AHSC provides critical subsidies that enable affordable housing development to apply for federal Low-Income Housing Tax Credits, which are typically the last source of funding necessary in order to begin construction. In addition to the nearly \$815 million in AHSC funding awarded, developments in Round 8 were also able to secure \$773 million in tax credit equity, demonstrating the significant return on state investments.

Commitment to Investment Without Displacement

The AHSC program is designed to serve low-income residents and therefore works to ensure that no members of the community are displaced as a result of program investments. This addresses common local concerns about displacement from residents and locally owned businesses when new transit and infrastructure is built in low-income neighborhoods. A study found that transit-rich neighborhoods often experience a destabilizing increase in housing costs, which results in a loss of low-income households.²⁰ To directly respond to this, the AHSC program guidelines include scoring incentives for applicants who adopt development-level anti-displacement strategies. Some examples from awarded developments in Round 8 include developing a neighborhood-specific anti-displacement plan driven by the community and foreclosure and eviction prevention services. The availability of more affordable housing in the community also helps mitigate displacement by providing stable homes to low-income residents.

ARCATA 30TH STREET COMMONS

Arcata, CA

AHSC Funding Round:
Round 5

Project Type:
Rural Innovation Project

Developer:
Yurok Indian Housing Authority

Total Units:
36 affordable homes

Transportation Improvement:
Class I bike path, bikeshare, construction of a pedestrian bridge, purchase of a bus

Transportation Partner:
City of Arcata

GHG Reduction:
2,901 metric tons of greenhouse gas emissions avoided

State Legislative Districts:
Assembly District 2, Senate District 2

AHSC Investment: \$11,447,114

- Housing Funding: \$8,520,006
- Transportation Capital Funding: \$2,927,108
- Community Education and Other Program Costs: \$0



The Arcata 30th Street Commons is the first AHSC-funded tribal development, led by the Yurok Indian Housing Authority. The development design was informed by over a year of community engagement, including listening sessions with elders of the Yurok tribe and engagement with the broader tribal community. The development includes 36 affordable homes, all of which are affordable to households between 30-50% of the Area Median Income (AMI).

These 36 homes include eight single-family residences with attached accessory dwelling units (ADUs) and four multifamily apartment buildings; this design decision was important to the community to meet the needs of tribal members at many different stages of life, including providing ground-floor accessible units. The development also includes several resources that community members identified as important, including community gardens to improve food security, and community-oriented wellness resources provided by the Yurok Wellness Program and the Yurok Health and Human Service Department.

This much-needed affordable housing is also located near key resources and amenities in Arcata, including the nearby United Indian Health Services Potawot Health Village and Mad River Community Hospital. To better connect neighborhood residents to these resources and to the city, the development also includes transportation and mobility improvements in the surrounding neighborhood, including an additional 5,000 feet of Class 1 bike path, bikeshare, a new pedestrian bridge, new sidewalks, ride shares, electrification of city buses, and three years of free bus passes for residents. As a result, the development is estimated to avoid 2,910 metric tons of greenhouse gas emissions.

Many of the guiding principles of AHSC, including sustainability, wellness, and walkability, have been core values of the Yurok tribe for generations. While applying for AHSC funds and quantifying these efforts was a new experience for the community, the strategies and values resonate with the tribe's long held traditions and way of life.

“These types of projects and funding not only support housing initiatives but also provide immeasurable secondary benefits, such as infrastructure improvements and economic growth for the community, while fostering partnerships. A smaller community like ours needs multiple projects like this every 3 to 5 years.”

Alex Stillman, Mayor of Arcata



Investing in Local Economies

AHSC investments generate significant economic activity for residents, communities, and their surrounding regions. Because the majority of AHSC funds are invested in disadvantaged communities, the program also helps serve as an economic development driver in these parts of the state. AHSC's guidelines and scoring criteria incentivize partnerships with local businesses so AHSC investments can better circulate within the local economy. During construction, AHSC-funded developments will support an estimated **46,938 jobs**, which will generate **nearly \$4.7 billion in wages and business income**. These jobs include both on-site and off-site construction work, along with roles in retail, site transportation, and the professional services necessary to construct a home and deliver it to the resident. Each year after construction, these same developments are anticipated to support an additional **13,414 jobs**, generating more than **\$1.1 billion in wages and business incomes**. Households moving into AHSC developments will increase spending in the local economy, with a portion of this spending supporting the income of local workers and businesses. Investments into AHSC developments help support and stimulate local and regional economies through the increased economic activity, jobs, wages, and local tax receipts.



46,938 jobs
supported during construction



\$4.7 billion
in wages and business income



\$1.8 billion
in state and local government revenues

AHSC scoring incentivizes AHSC developments to implement local workforce development and local hiring practices in addition to having high labor standards. This helps ensure that residents benefit from the significant investments into the community, in both the short- and long-term. Most awardees partner with community-based workforce development organizations and job training programs to support this effort. These types of initiatives support the recruitment, training, and hiring of residents and community members, providing these individuals with access to quality instruction and strong networks that expand each person's work and career opportunities.

LOS ARROYOS

LOS ARROYOS

Farmersville, CA

AHSC Funding Round:
Round 4

Project Type:
Rural Innovation Project

Developers:
Self-Help Enterprises

Total Units:
53 affordable homes

Transportation Improvement:
Construction of a multi-modal transit station, purchase of 40 vanpooling vehicles, 10 medium-duty battery-electric vans for the newly created Tulare County Regional Transit Agency

Transportation Partner:
Tulare County Regional Transit Agency, CalVans

GHG Reduction:
60,260 metric tons of greenhouse gas emissions avoided

State Legislative Districts:
Assembly District 33, Senate District 16

AHSC Investment: \$14,523,570

- Housing Funding: \$7,274,285
- Transportation: \$7,144,385
- Community Education and Other Program Costs: \$104,900



Completed in 2024, Los Arroyos is the first affordable housing development in Farmersville and maximizes the benefits of an AHSC investment by addressing a wide spectrum of community needs through strategic community partnerships. In addition to funding 53 affordable homes for low-income families and farmworkers, the development includes on-site amenities such as a computer lab, after-school program, playground, and community center.



Additionally, the development's public transit investments were designed to meet the needs of the surrounding disadvantaged community, including the construction of a multi-modal transit station in partnership with the City of Farmersville and Tulare County Association of Governments (TCAG), the purchase of 40 vanpooling vehicles through a partnership with CalVans, and 10 medium-duty battery-electric vans for the newly created Tulare County Regional Transit Agency — all of which help implement the region's Sustainable Communities Strategy (SCS). In addition to these transit investments, Los Arroyos is conveniently located near schools, shopping, and work opportunities that promotes walkability in the surrounding area.

Los Arroyos is a grid-neutral zero-net energy development that includes solar panels that provide grid independence during extreme heat events and blackout periods. To address climate adaptation concerns raised during the community engagement process, Los Arroyos partnered with LISTOS CA to provide emergency preparedness education related to drought and extreme heat, with classes to be held at the development's

community center. The development team also collaborated with Community Services Employment Training to provide workforce development services to help community members obtain quality employment, aiming to alleviate high unemployment in the area.

Partnerships and careful consideration for community needs is key to delivering the multiple co-benefits that AHSC works to incentivize in local communities, and Los Arroyos serves as a testament to this collaborative approach.

“Self-Help Enterprises is pleased to bring its historical partnership with the City of Farmersville to the next level with Los Arroyos, utilizing cutting edge energy technology on the housing structures, providing onsite services that respond to the threat of climate disasters, and building needed transit infrastructure that serves the entire community.”

Tom Collishaw, President/CEO, Self-Help Enterprises



MAUELLE MILLER SHIREK COMMUNITY

Berkeley, CA

AHSC Funding Round:
Round 5

Project Type:
Transit Oriented Development

Developers:
Resources for Community Development

Total Units:
86 affordable homes, including 12 homes for formerly homeless households

Transportation Improvement:
Purchase of rail cars for BART, Class III Bike Boulevard, bus stop and wayfinding improvement, intersection crossing improvements

Transportation Partner:
BART

GHG Reduction:
38,840 metric tons of greenhouse gas emissions avoided

State Legislative Districts:
Assembly District 14, Senate District 7

AHSC Investment: \$22,781,553

- Housing Funding: \$15,797,796
- Transportation: \$6,920,484
- Community Education and Other Program Costs: \$63,273

The Maudelle Miller Shirek Community provides 86 affordable homes steps away from high quality transit, in Berkeley's Adeline Corridor, one of the city's most culturally diverse neighborhoods. The development includes a range of studios to 3-bedroom units affordable to households between 20 to 60 percent of the area median income (AMI). Of these 86 affordable homes, 12 are set aside specifically as permanent supportive housing for formerly homeless households. The building features a community room, non-profit office space, a terrace, and a community garden for residents. Maudelle Miller Shirek Community implements many of the goals outlined in the Adeline Corridor Specific Plan, which established a framework for equitable development in the neighborhood, such as at least 50 percent of all new housing produced along the corridor to be affordable.

AHSC funded the acquisition of three new train cars as part of BART's train modernization efforts, which will increase transit service across the region as well as directly serving residents of the Maudelle Miller Shirek Community, located directly across the street from the Ashby BART station . Adjacent bicycle and pedestrian improvements were also included to improve access to the Ashby BART Station and the surrounding area.

CASE STUDY: Maudelle Miller Shirek Community, Berkeley, CA

This included a Class III bike boulevard, traffic calming measures, station access improvements, and intersection crossing improvements. These investments help advance the Berkeley Pedestrian Master Plan, which identified pedestrian safety improvements to the station as one of its top priorities. The development also incorporated wayfinding improvements at the station, installing new directional signs and providing transit information. All of these are in accordance with BART's Station Access Policy. Resources for Community Development partnered with Bike East Bay to provide bike education workshops to residents. Households will also be provided with a transit pass valid for three years.

Extreme heat due to climate change was one of the primary climate concerns identified within the community. To address this, the development incorporated urban greening by planting trees for shade around the building, the sidewalk, and the street. The building featured high-quality insulation to keep unit interiors cool, sun shades

and setbacks on facades facing the sun, and an all-electric design that uses cleaner energy. The property also incorporated rooftop solar panels to capture solar energy.

Maudelle Miller Shirek Community serves as an example of how AHSC helps implement already existing community plans developed through years of community engagement and collaboration. In letting these plans direct and guide the development, the development is able to directly address specific local needs.

"Watching families receive their keys and step into their new homes is the beginning of our shared journey together. We're here to support each resident in their transition and in building a stable, successful future in their new community."

Olivia King, RCD Director of Resident Services



CONCLUSION



Parkview Place: Los Angeles, CA



Westview Village III: Ventura, CA



Arcata 30th Street Commons: Arcata, CA



Los Arroyos: Farmersville, CA



Maudelle Miller Shirek Community: Berkeley, CA

The Affordable Housing and Sustainable Communities program is an essential tool for addressing California's climate and affordable housing needs that deserves on-going, if not expanded, commitment from the Greenhouse Gas Reduction Fund. AHSC stands out among state programs by tackling the many challenges communities face through a systems-wide approach, recognizing the interconnected nature of pollution, housing affordability, and access to opportunity. Its research-driven model of reducing greenhouse gas emissions by funding developments that integrate affordable housing, transportation, urban greening, and community programming make it an indispensable program for Californians, especially those most in need.

The consistent funding AHSC receives creates a level of predictability that facilitates long-term planning for developers, localities, transit agencies, and other stakeholders to ensure a steady and reliable pipeline of high-quality affordable housing and transportation improvements. A steady stream of resources is critical in making lasting change, and the dependability of the program encourages a growing pipeline of integrated housing and transportation developments across the state.

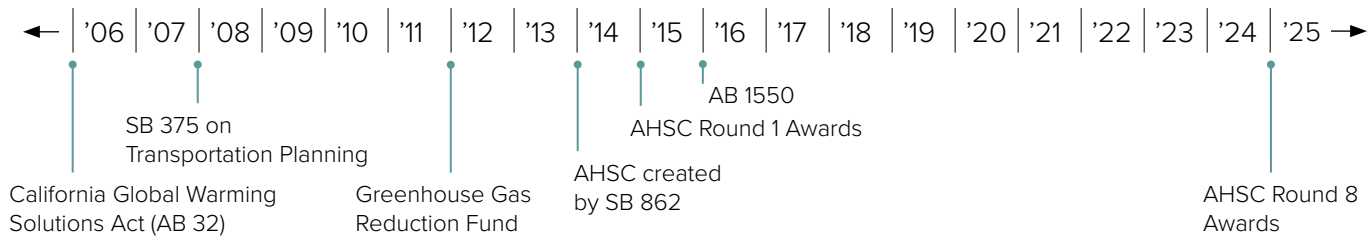
The AHSC program is a critical investment in the long-term well-being of Californians across a broad and diverse range of communities in the state. The adaptable and inclusive design of the program allows it to support a breadth of communities across California. The program's commitment to reducing GHG emissions while providing a broad range of environmental, housing, health, and socioeconomic benefits for some of the state's most disadvantaged residents advances California closer towards meeting the state's climate and housing goals. AHSC developments are shifting development and land use patterns across the state to a future that is more equitable, sustainable, and inclusive – one transit-oriented community at a time.

Methodology and Sources

- 1 California Housing Partnership, Enterprise Community Partners, and TransForm; 2014. "The Affordable HOusing and Sustainable Communities Program: Collaborative Investments to Reduce Greenhouse Gases and Strengthen Disadvantaged Communities." Website: https://transformca.org/wp-content/uploads/2024/06/affordable_housing_and_sustainable_communities_program.pdf
- 2 Center for Neighborhood Technology, 2015. "Income, Location, and VMT: Affordable Housing as a Climate Strategy." Website: <https://chpc.net/wp-content/uploads/2016/05/CNT-Working-Paper-revised-2015-12-18.pdf>
- 3 California Strategic Growth Council, 2023. "Affordable Housing and Sustainable Communities Program, Round 8 Program Guidelines." Website: <https://www.hcd.ca.gov/sites/default/files/docs/grants-and-funding/ahsc/ahsc-round-8-guidelines.pdf>
- 4 Does not include bike lane mileage from developments funded in Round 1 of the AHSC program and some other developments due to limitations in data collection.
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- 6 Reichmuth, David, 2019. "Inequitable Exposure to Air Pollution from Vehicles in California." Website: <https://www.ucsusa.org/resources/inequitable-exposure-air-pollution-vehicles-california-2019>
- 7 AHSC measures the toxic air pollutant emissions reduced by each awarded development's associated benefits, including transit, transportation infrastructure, affordable housing, and urban greening. Toxic air pollutant emission reductions (in pounds) measured by AHSC include nitrogen oxide (NOx), reactive organic gasses (ROG), diesel particulate matter (diesel PM), and fine particulate matter less than 2.5 micrometers (PM2.5).
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- 9 Union of Concerned Scientists, 2014. "Vehicles, Air Pollution, and Human Health." Website: <https://www.ucsusa.org/resources/vehicles-air-pollution-human-health>
- 10 Reichmuth, David, 2019. "Inequitable Exposure to Air Pollution from Vehicles in California." Cambridge, MA: Union of Concerned Scientists.
- 11 Ibid.
- 12 Ibid.
- 13 The number of transit passes was calculated from awarded AHSC applications (often titled "Transit Subsidy"), located at <https://faast.waterboards.ca.gov/>. This variable includes both partially and fully funded transit passes.
- 14 California Housing Partnership, "Housing Needs Dashboard". Website: <https://chpc.net/housingneeds/>. Retrieved February 2025.
- 15 California Department of Housing and Community Development. "Income Limits." Website: <https://www.hcd.ca.gov/grants-and-funding/income-limits#:~:text=The%20commonly%20used%20income%20categories,0%25%20to%2080%25%20of%20AMI>
- 16 Household rent savings was calculated as the difference between the restricted rents in AHSC developments and the Small Area Fair Market Rents (SAFMR), or the Fair Market Rents (FMR) for developments located in areas where an SAFMR is not available, for the zip code, or county in the case of FMRs, where the development is located, as provided by HUD at <https://www.huduser.gov/portal/datasets/fmr/smallarea/index.html>. Household rent savings are not discounted.
- 17 California Housing Partnership, "Housing Needs Dashboard". Website: <https://chpc.net/housingneeds/>. Retrieved February 2025.
- 18 Extremely low-income households are those with incomes at or below 30% of area median income (AMI). Very low-income households have incomes between 31% and 50% AMI. Low-income households have incomes between 51% and 80% of AMI.
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- 20 Chapple, Karen and Anastasia Loukaitou-Sideris, 2017. "Developing a new methodology for analyzing potential displacement." May. Website: https://communityinnovation.berkeley.edu/sites/default/files/developing_a_new_methodology_for_analyzing_potential_displacement.pdf?width=1200&height=800&iframe=true

Legislative History of AHSC

Affordable Housing and Sustainable Communities (AHSC) Program Timeline



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

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

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

Basics of California's Cap-and-Trade Program

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

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

Greenhouse Gas Reduction Fund (GGRF) and Disadvantaged Communities

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

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

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

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

The Creation of AHSC and SB 862

Enacted by the Legislature in 2014, SB 862 established continuous appropriations of 20 percent of the available GGRF proceeds for the Affordable Housing and Sustainable Communities (AHSC) program. AHSC reduces greenhouse gas emissions by providing loans for the development

of affordable housing near transit and grants to improve neighboring transit and active transportation services.

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

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

PHOTOS

Cover Page: (Top) Westview Village, Ventura, CA; (Bottom) Los Arroyos, Farmersville, CA
 Page 5: (Left) The Hope Center and Berkeley Way, Berkeley, CA. Credit: Bruce Damonte; (Middle) Vine Street Mobility Hub, Riverside, CA; (Right) The Hope Center and Berkeley Way, Berkeley, CA. Credit: Bruce Damonte
 Page 9: Central Terrace Apartments, Oxnard, CA
 Page 11: Vine Street Mobility Hub, Riverside, CA
 Page 12: Parkview Place, Los Angeles, CA
 Page 13: DASH bus from Los Angeles Department of Transportation
 Page 14: Hayward Senior Apartments, Hayward, CA
 Page 15 & 16: Westview Village III, Ventura, CA
 Page 19: Arcata 30th Street Commons, Arcata, CA
 Page 20: Arcata & Mad River Transit System
 Page 22 & 23: Los Arroyos, Farmersville, CA
 Page 24: Maudelle Miller Shirek Community, Berkeley, CA
 Page 25: Bay Area Rapid Transit

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

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

What is the Link between Affordable Housing and GHG Emissions?

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

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

Walkable, Transit-Proximate Locations Reduce Driving

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

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

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

Affordable Housing is an Important Anti-Displacement Tool

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

¹ See, for example: Center for Neighborhood Technology, 2015. "Income, Location Efficiency, and VMT: Affordable Housing as a Climate Strategy." <https://cnt.org/publications/income-location-efficiency-and-vmt-affordable-housing-as-a-climate-strategy>; California Housing Partnership and TransForm, 2013. "Building and Preserving Affordable Homes Near Transit: Affordable TOD as a Greenhouse Gas Reduction Strategy." c; John Pucher and John L. Renne, 2003. "Socioeconomics of Urban Travel: Evidence from the 2001 NHTS," *Transportation Quarterly*, 57, No. 3.

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

List of AHSC-Funded Developments Rounds 1 – 8

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Alameda	Berkeley	8	NBB BRIDGE Phase I	\$49,267,999	119	14	9
	Oakland	8	Residences at Liberation Park	\$44,661,404	118	18	9
	Fremont	7	3900 Thornton	\$45,841,721	127	17	6
	Oakland	6	Lake Merritt BART Senior Affordable Housing	\$24,412,976	96	10	31
	Oakland	6	Longfellow Corner and Transit Improvements	\$19,587,014	76	10	31
	Union City	6	Lazuli Landing	\$21,123,592	74	13	6
	Emeryville	6	Nellie Hannon Gateway Affordable Housing and Sustainable Transportation Improvements	\$20,015,822	89	10	31
	Oakland	5	Fruitvale Transit Village IIB	\$29,966,039	169	10	31
	Berkeley	5	Connected Berkeley	\$19,072,792	62	6	31
	Oakland	5	Mandela Station Transit Oriented Development	\$29,659,310	238	10	31
	Berkeley	5	Maudelle Miller Shirek Community	\$22,781,553	86	6	31
	Ashland, an Unincorporated Area of Alameda County	5	Madrone Terrace	\$18,947,330	78	13	3
	Berkeley	4	2012 Berkeley Way	\$19,591,610	141	6	31
	Oakland	3	Coliseum Area-International Boulevard TOD Partnership	\$14,000,000	58	10	31
	Oakland	3	3268 San Pablo	\$8,917,500	50	10	31
	Berkeley	2	Grayson Street Apartments	\$3,755,326	22	6	31
	Oakland	2	Lakehouse Connections	\$18,127,203	90	10	31
	Oakland	2	Empyrean & Harrison Hotel Housing and Transportation Improvements	\$16,807,556	146	10	31
	Oakland	2	Coliseum Connections	\$14,844,762	54	10	31
	Emeryville	1	3706 San Pablo Avenue	\$5,532,400	86	10	31
	Oakland	1	Camino 23	\$3,062,730	31	10	31
	Fremont	1	Central Commons	\$1,000,000	30	17	6

List of AHSC-Funded Developments Rounds 1 – 8 (continued)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Alameda	Oakland	1	Civic Center 14 TOD Apartments	\$1,500,000	39	10	31
	Hayward	1	Hayward Senior Apartments	\$2,183,000	59	13	3
	San Leandro	1	San Leandro Senior	\$7,997,808	84	13	3
Contra Costa	El Cerrito	8	El Cerrito Plaza - Parcel A South ("ECP PAS")	\$39,141,077	69	14	9
	Walnut Creek	8	699 Ygnacio Valley Road (699 YVR)	\$34,672,661	92	16	7
	Richmond	7	Metrowalk Phase 2	\$42,908,528	149	6	31
	El Cerrito	6	Mayfair El Cerrito	\$26,910,844	68	6	31
	Concord	5	Galindo Terrace and Sustainable Transportation Improvements	\$20,942,930	61	7	3
	El Cerrito	1	El Cerrito Senior Mixed Use Apartments	\$5,657,872	62	6	31
	Richmond	1	Miraflores Senior Housing	\$5,077,558	79	6	31
	Walnut Creek	1	Riviera Family Apartments	\$4,956,610	57	8	3
El Dorado	Tahoe	6	Sugar Pine Village	\$17,359,470	59	1	5
Fresno	Fresno	7	Dakota	\$48,766,006	113	25	23
	Sanger	6	Newmark Village Apartments	\$10,660,240	71	25	23
	Coalinga	5	Coalinga	\$16,845,700	75	20	23
	Orange Cove	4	Amaya Village	\$14,790,000	80	25	23
	Fresno	3	Blackstone & McKinley Transit Oriented Development (BMTOD)	\$16,039,962	87	25	23
	Fresno	2	South Stadium Phase I TOD	\$5,738,730	10	25	23
	Fresno	2	Kings Canyon Connectivity Project - (Kings Canyon)	\$15,579,426	134	25	23
	Fresno	1	Hotel Fresno	\$4,800,000	40	25	23
Humboldt	Eureka	7	Eureka Scattered Site Project	\$30,166,441	87	12	15
	Arcata	5	Arcata 30th St. Commons	\$11,447,114	36	12	15
	Arcata	4	Danco Communities and City of Arcata Isaacson's Multifamily Housing HRI and STI Project	\$4,460,700	43	12	15

List of AHSC-Funded Developments Rounds 1 – 8 (continued)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Imperial	El Centro	6	Jacaranda Gardens	\$15,807,473	95	30	34
	Imperial	5	Worthington la Luna Rural Housing and Transportation Partnership	\$15,000,000	112	30	34
	Brawley	4	Ocotillo Springs	\$12,779,179	74	30	34
Kern	Bakersfield	6	Renaissance at Baker	\$14,677,150	84	29	10
	Ridgecrest	5	Mojave View	\$18,205,593	75	26	8
	McFarland	5	Sherwood Avenue Family Apartments	\$25,588,431	80	29	10
	Lamont	3	Mountain View Village	\$8,226,250	40	29	10
	Wasco	2	Wasco Farmworker Housing Relocation Project	\$18,637,432	159	29	10
	Bakersfield	1	19th Street Senior Apartments	\$2,559,394	62	26	8
Kings	Lemoore	7	Smith Avenue Apts	\$25,252,593	107	27	10
Los Angeles	Los Angeles	8	Alveare Family	\$35,278,395	104	57	28
	Long Beach	8	1401 Long Beach Blvd (FKA Union)	\$24,277,592	151	69	33
	Los Angeles	8	Century + Restorative Care Village PSH	\$34,608,240	145	54	26
	Long Beach	8	946 Linden	\$28,228,708	99	69	33
	Inglewood	8	Sankofa Place at Centinela	\$43,797,727	118	61	35
	Watts	8	Jordan Downs Phase S6	\$34,038,176	88	65	35
	East Los Angeles	8	Casa de la Luz	\$37,986,018	93	52	26
	Los Angeles	7	HHH New Hampshire	\$31,047,987	93	50	32
	Los Angeles	7	Crenshaw Crossing	\$49,989,236	162	51	40
	Los Angeles	7	306 E. Washington (Peak Plaza Apartments)	\$34,562,645	102	53	40
	Los Angeles	7	Downtown Womens Center Campus Expansion	\$41,138,768	97	53	40
	Los Angeles	7	Metro at Florence*	\$43,400,893	158	53	1
	Pomona	6	West Valley Connector and Pomona East End Village	\$27,587,829	123	49	28
	Lancaster	6	Lancaster	\$24,601,714	113	33	2
	Los Angeles	6	Umeya Apartments	\$30,000,000	173	53	40
	Los Angeles	6	Locke Lofts	\$30,000,000	148	50	32

List of AHSC-Funded Developments Rounds 1 – 8 (continued)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Los Angeles	Compton	6	501 601 E. Compton	\$20,897,952	58	62	37
	Los Angeles	6	Grandview Apartments TOD	\$14,004,838	94	50	32
	Los Angeles	6	Menlo Ave Apartments	\$23,423,600	123	50	32
	Pasadena	6	1880 Walnut Street Housing	\$8,750,000	25	36	29
	Unincorporated Los Angeles County	6	West LA VA- Building 156 & 157 and Big Blue Bus Westside Expansion	\$19,199,142	110	37	33
	Los Angeles	6	87th & Western Apartments	\$30,000,000	157	58	40
	Los Angeles	6	Vista Terrace	\$22,000,000	101	38	26
	Los Angeles	6	Jordan Downs Area H2B	\$13,959,887	94	62	37
	Marina Del Rey	5	Thatcher Yard Housing	\$13,255,512	78	58	33
	Los Angeles	5	Rose Hill Courts Phase I	\$20,186,958	77	48	32
	Los Angeles	5	3rd and Dangler Apartments	\$23,856,673	77	48	32
	Los Angeles	5	Corazón del Valle	\$23,229,151	88	38	26
	Los Angeles	5	Parkview	\$24,057,513	126	53	40
	Los Angeles	5	Santa Monica & Vermont TOD	\$29,889,806	94	50	32
	Los Angeles	5	619 Westlake	\$13,232,431	77	50	32
	Los Angeles	5	Washington Arts Collective	\$7,532,258	55	51	40
	Los Angeles	4	Hollywood Arts Collective	\$13,839,800	61	47	33
	Los Angeles	4	Jordan Downs Phase S3 & Watts Pedestrian Bike District	\$11,125,600	89	62	37
	Los Angeles	4	Manchester Urban Homes	\$20,000,000	119	53	37
	Los Angeles	4	Vermont Manchester Transit Priority Project	\$20,000,000	165	53	40
	Los Angeles	4	Weingart Tower and Skid Row Transportation Safety Project	\$20,000,000	275	53	40
	Los Angeles	3	PATH Villas Hollywood	\$8,310,578	59	47	32

List of AHSC-Funded Developments Rounds 1 – 8 (continued)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Los Angeles	Long Beach	3	Long Beach Active Streets and Las Ventanas TOD Apartments	\$13,975,653	101	66	1
	Unincorporated LA County	3	Florence Neighborhood Mobility, TOD Affordable Housing, and Urban Greening	\$10,798,068	108	53	1
	Los Angeles	3	Elden Elms	\$16,662,640	92	50	32
	Unincorporated LA County	3	East Los Angeles Wellness Hub and Cavalry Walking Path	\$8,722,423	111	48	32
	Unincorporated LA County	3	Willowbrook 2	\$12,531,304	99	62	37
	Los Angeles	2	7th & Witmer Apartments	\$16,760,000	75	50	32
	Sun Valley	2	Sun Valley Senior Veterans Apts & Sheldon Street Pedestrian Improvements	\$11,110,020	94	38	26
	Los Angeles	2	PATH Metro Villas Phase 2	\$13,750,183	120	50	32
	Los Angeles	2	Rolland Curtis West	\$5,668,074	69	53	40
	Los Angeles	2	MDC Jordan Downs	\$11,969,111	119	53	1
	Los Angeles	2	Six Four Nine Lofts	\$5,315,000	54	53	40
	Los Angeles	1	127th Street Apartments	\$1,500,000	84	62	37
	Los Angeles	1	1st and Soto TOD Apartments, Phase 2	\$2,485,440	30	50	32
	Long Beach	1	Anchor Place	\$2,441,616	119	66	1
	Los Angeles	1	Crenshaw Villas	\$2,200,000	49	51	40
	Los Angeles	1	El Segundo Family Apartments	\$1,900,000	74	62	37
	Los Angeles	1	Jordan Downs, Phase 1	\$6,500,000	99	62	37
	Los Angeles	1	Mosaic Gardens at Westlake	\$1,900,000	123	50	32
	Los Angeles	1	Rolland Curtis East	\$4,000,000	69	53	40
	Los Angeles	1	Sylmar Court Apartments	\$2,500,000	100	38	26
Madera	Madera	4	Downtown Madera Veterans and Family Housing	\$11,326,908	47	20	23
Merced	Livingston	8	Livingston B Street	\$17,845,393	79	27	14
	Merced	4	Childs and B Street TOD Affordable Housing	\$13,949,300	118	20	23

List of AHSC-Funded Developments Rounds 1 – 8 (continued)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Monterey	King City	8	Mills Ranch Apartments	\$11,730,810	39	29	14
Multiple Counties	Hanford	1	Vanpool Expansion Project	\$3,000,000	-	33	16
Napa	Napa	4	Manzanita Family Apartments	\$8,150,000	50	34	14
Nevada	Truckee	3	Meadow View Place	\$16,255,000	55	1	5
	Truckee	2	Coldstream Mixed Use Village	\$10,682,140	47	1	5
	Truckee	1	Truckee Railyard Downtown Corridor Improvements	\$8,000,000	81	1	5
Orange	Santa Ana	5	Legacy Square	\$25,431,865	92	65	20
	Santa Ana	2	Santa Ana Arts Collective	\$12,028,626	57	65	20
	Santa Ana	1	Depot at Santiago	\$3,925,000	69	65	20
Riverside	Hemet	8	Palm Villas at State	\$35,494,215	108	60	23
	Riverside	7	Mulberry Garden Family Apartments	\$27,974,220	149	54	24
	Riverside	5	Entrada	\$22,121,206	64	54	24
	Coachella	4	Downtown Coachella Net Zero Affordable Housing and Transportation Collaboration	\$14,895,407	104	30	34
	Riverside	4	Mission Heritage Plaza	\$16,826,931	71	54	24
	Riverside	1	March Veterans Village	\$6,109,114	136	57	39
Sacramento	Sacramento	8	Sakura	\$38,286,787	133	6	8
	Sacramento	7	440 Arden Way	\$42,970,729	122	56	21
	Sacramento	6	On Broadway Apartments	\$29,,000	138	56	21
	Sacramento	4	Railyards Activation, Housing & Mobility	\$15,211,698	61	56	21
	Sacramento	4	Twin Rivers Block B and E	\$18,793,015	100	56	21
San Bernardino	San Bernardino	8	Arrowhead Grove Phase IV	\$17,467,276	91	45	23
	San Bernardino	3	Arrowhead Grove Phase II & III	\$20,000,000	147	40	19
San Diego	Oceanside	8	712 Seagaze	\$48,725,948	177	74	38
	San Diego	8	Avanzando San Ysidro	\$33,711,814	101	80	18
	San Diego	7	Riverwalk Phase I	\$41,121,679	188	76	36

List of AHSC-Funded Developments Rounds 1 – 8 (continued)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
San Diego	San Diego (National City)	6	Azuriik	\$16,500,000	396	79	34
	San Diego	4	13th & Broadway	\$20,000,000	270	75	4
	San Diego	3	Keeler Court/Southcrest AHSC	\$9,934,273	70	77	34
	San Diego	3	San Diego Downtown Mobility Plan and 14/ Commercial TOD Apartments	\$20,000,000	403	75	4
	El Cajon	2	Cornerstone Place	\$12,090,713	69	77	4
	Chula Vista	1	South Bay Bus Rapid Transit (BRT) Project	\$7,000,000	-	79	34
	National City	1	Westside Infill Transit Oriented Development	\$9,240,888	91	79	34
San Francisco	San Francisco	8	160 Freelon	\$41,162,574	84	17	11
	San Francisco	8	Sunnydale Block 7	\$29,745,053	88	17	11
	San Francisco	7	Balboa Building A (Balboa Gateway)	\$45,721,399	157	11	35
	San Francisco	7	Transbay 2	\$41,011,377	182	9	35
	San Francisco	7	850 Turk Street	\$31,971,048	91	9	35
	San Francisco	6	The Kelsey Civic Center	\$29,269,952	98	9	35
	San Francisco	6	Sunnydale HOPE SF Block 3A	\$21,205,299	79	9	35
	San Francisco	6	Balboa Reservoir	\$29,585,486	87	11	35
	San Francisco	5	Balboa Park Upper Yard	\$29,952,200	112	11	35
	San Francisco	5	266 4th Street - TOD Partnership	\$20,113,667	69	9	35
	San Francisco	5	HOPE SF Potrero Block B	\$29,829,178	156	9	35
	San Francisco	4	500 Turk Street, TOD Partnership	\$20,000,000	96	9	35
	San Francisco	4	Treasure Island Parcel C3.1, Ferry Terminal, and Bay Bridge Connection	\$20,000,000	81	9	35
	San Francisco	3	2060 Folsom Street Affordable Housing	\$14,000,000	126	9	35
	San Francisco	3	1950 Mission Street	\$15,000,000	155	9	35
	San Francisco	2	455 Fell	\$16,056,563	107	9	35
	San Francisco	1	222 Beale Street	\$6,500,000	119	9	35

List of AHSC-Funded Developments Rounds 1 – 8 (continued)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
San Francisco	San Francisco	1	Eddy & Taylor Family Housing	\$12,284,976	102	9	35
	San Francisco	1	Mission Bay South Block 6 East	\$4,999,989	142	9	35
San Joaquin	Stockton	6	The Hunter House	\$27,007,070	119	5	38
	Stockton	4	Grand View Village Connectivity Project	\$17,894,572	62	5	38
	Stockton	2	Hunter Street Housing	\$8,941,370	72	5	38
	Stockton	1	Anchor Village	\$5,857,096	50	5	38
San Mateo	Redwood City	6	Middlefield Junction	\$25,497,500	155	14	17
	East Palo Alto	6	965 Weeks Street	\$19,787,125	135	14	17
	Millbrae	4	Gateway at Millbrae, Site 6A	\$18,042,459	79	14	17
	East Palo Alto	4	Light Tree	\$20,000,000	126	14	17
Santa Barbara	Guadalupe	6	Escalante Meadows	\$19,375,180	73	31	25
Santa Clara	San Jose	8	Berryessa TOD	\$38,479,951	193	24	10
	San Jose	7	797 S. Almaden Ave.	\$29,428,636	98	18	22
	San Jose	6	Tamien Station	\$28,749,949	134	21	22
	San Jose	6	Dupont Apartments	\$12,816,593	107	19	22
	San Jose	4	Roosevelt Park Apartments	\$12,637,770	69	18	22
	San Jose	4	San Jose Market-Almaden TOD	\$18,908,818	86	18	22
	San Jose	2	St. James Station TOD	\$12,889,611	134	18	22
	San Jose	2	Renascent San Jose	\$14,979,486	160	18	22
	San Jose	1	777 Park Ave.	\$4,000,000	81	19	22
Santa Cruz	Santa Cruz	7	119 Lincoln Street	\$33,502,820	123	21	12
	Santa Cruz	6	Pacific Station North	\$29,668,900	93	21	12
Shasta	Shasta Lake	6	Shasta Lake Downtown Revitalization	\$16,540,259	48	1	16
	Redding	3	Block 7 Net Zero Housing & Downtown Activation Project	\$19,959,536	59	1	16
	Redding	2	Redding Downtown Loop and Affordable Housing Project	\$20,000,000	56	1	16

List of AHSC-Funded Developments Rounds 1 – 8 (continued)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Sonoma	Healdsburg	8	Saggio Hills Phase I	\$21,111,191	47	2	2
	Petaluma	7	Meridian at Corona Station	\$30,228,840	130	4	15
	Windsor	7	Windsor Apartments	\$19,966,182	53	12	15
	Santa Rosa	5	Roseland Village AHD Active Transportation and SMART Extension	\$25,780,623	74	4	15
Stanislaus	Modesto	7	SEVENTH STREET VILLAGE	\$33,010,880	66	15	5
	Modesto	5	ARCHWAY COMMONS II	\$24,766,157	73	15	5
	Patterson	3	Stonegate Village Affordable Housing & Transportation Project	\$12,075,537	65	15	5
	Turlock	2	Avena Bella (phase 2)	\$1,661,667	60	15	5
Sutter	Yuba City	6	Richland Village	\$30,000,000	175	23	16
Tehama	Red Bluff	8	Villas at Red Bluff	\$20,145,910	60	3	1
Tulare	Farmersville	6	Los Arroyos Housing and Transportation Improvement Project	\$14,523,570	53	27	10
	Goshen	3	Sequoia Commons Affordable Housing & Transportation Project	\$12,088,276	65	26	8
	Dinuba	2	Sierra Village Affordable Housing & Transportation Improvement Project	\$4,646,731	43	27	10
	Lindsay	2	Lindsay Village Affordable Housing & Transportation Improvement Project	\$5,518,353	49	27	10
Ventura	Oxnard	8	Aspire Apartments	\$31,554,600	87	38	19
	Oxnard	6	Central Terrace Apartments	\$23,796,689	86	32	25
	Ventura	4	Ventura Westside Housing and Active Transportation	\$18,893,730	104	32	25
Yolo	Davis	2	Creekside Affordable Housing	\$11,881,748	89	34	14
	West Sacramento	1	Delta Lane Affordable Housing and Grand Gateway	\$6,730,888	76	34	14

