

NOVEMBER 2018



California's Cap-and-Trade-Funded Affordable Housing and Sustainable Communities Program: Impact from Rounds 1 - 3



CALIFORNIA HOUSING PARTNERSHIP

www.chpc.net

The State created the California Housing Partnership in 1988 as a private nonprofit organization with a public mission: to help preserve California's existing supply of affordable homes and to provide leadership on affordable housing policy and resource issues. The California Housing Partnership is unique in combining on-the-ground technical assistance with advocacy leadership at the state and national level to increase the supply of affordable homes. Since 1988, we have partnered with hundreds of nonprofit and government housing agencies statewide to leverage more than \$18 billion in public and private financing that resulted in the creation or preservation of more than 70,000 homes affordable to low-income Californians.

The California Housing Partnership has provided financial technical assistance to AHSC applicants since the program was formed in 2014. The California Housing Partnership was part of the initial advocacy for the creation of the program – both in joint research previously published with TransForm and Enterprise Community Partners, and as part of Sustainable Communities for All, a cross-sector coalition that supports equitable approaches to State action on climate change.

ENTERPRISE COMMUNITY PARTNERS

www.enterprisecommunity.org/ahsc

Enterprise is a proven and powerful nonprofit that improves communities and people's lives by making well-designed homes affordable. We bring together the nationwide know-how, partners, policy leadership and investments to multiply the impact of local affordable housing development. Over 36 years, Enterprise has created nearly 529,000 homes, invested \$36 billion and touched millions of lives. In California, Enterprise has invested over \$2 billion through Low-Income Housing Tax Credits, grants and loans to nonprofit and for profit developers of affordable housing and other community development projects.

Enterprise is one of the leading technical assistance providers for the AHSC program. 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 14 out of the 19 awarded applicants in Round 3 of AHSC funding.

Photographed individuals in this report are beneficiaries of Round 1 AHSC investments. They include residents from Anchor Place Apartments and Hayward Senior Apartments and users of California Vanpool Expansion. Enterprise Community Partners received permission to take and use these photos in 2018.

CONTENTS

INTRODUCTION	3
KEY PROGRAM ACCOMPLISHMENTS	5
AHSC COMMUNITY BENEFITS	7
<i>Addressing California’s Housing Affordability Crisis</i>	8
<i>Reducing Greenhouse Gas Emissions, Improving Air Quality, & Building Climate Resiliency</i>	9
<i>Developing Transportation Infrastructure & Connectivity to Jobs</i>	10
<i>Improving Public Health</i>	11
<i>Serving the Unique Needs of Disadvantaged & Low-Income Communities</i>	12
<i>Preventing Displacement for Residents & Locally-Owned Businesses</i>	13
<i>Creating Jobs & Positive Economic Impacts</i>	14
METHODOLOGY AND SOURCES	15



INTRODUCTION

The State of California created the Affordable Housing and Sustainable Communities (AHSC) program in 2014 to invest in location-efficient affordable homes and transportation infrastructure to improve economic well-being and physical health for underserved Californians while also reducing greenhouse gas emissions (GHGs).

Having recently completed its third round of awards, AHSC has now funded **77 location-efficient developments** across the state, allocating more than **\$701 million** into new affordable housing and transportation investments. AHSC has delivered continuing benefits to disadvantaged and low-income communities statewide, including in rural communities.



AHSC is tasked by the State with an ambitious set of policy goals, including climate change mitigation objectives set by AB 32 and SB 375 (see below). Achieving these goals requires deep partnerships and coordination among affordable housing developers, transit agencies, local governments, and community members.

State Climate Change Goals Behind AHSC

In 2006, California solidified its position as a leader on climate change by passing AB 32, the California Global Warming Solutions Act. AB 32 directed the California Air Resources Board (CARB) to use market mechanisms to support reductions in greenhouse gas emissions (GHGs). Proceeds from a quarterly auction of greenhouse gas pollution allowances are dedicated to the Greenhouse Gas Reduction Fund (GGRF), which in turn funds other programs that further reduce GHGs.

Recognizing that transportation-related GHGs accounted for 37 percent of California's total GHGs, the Legislature also passed SB 375 in 2008. The primary aim of this law is to reduce the amount of miles people drive and the associated GHGs by requiring coordination between transportation, housing, and land use planning at a regional scale.

Funded through the GGRF, AHSC is administered by the Strategic Growth Council (SGC) in partnership with the Department of Housing and Community Development (HCD) and the California Air Resources Board (CARB).

Report Overview

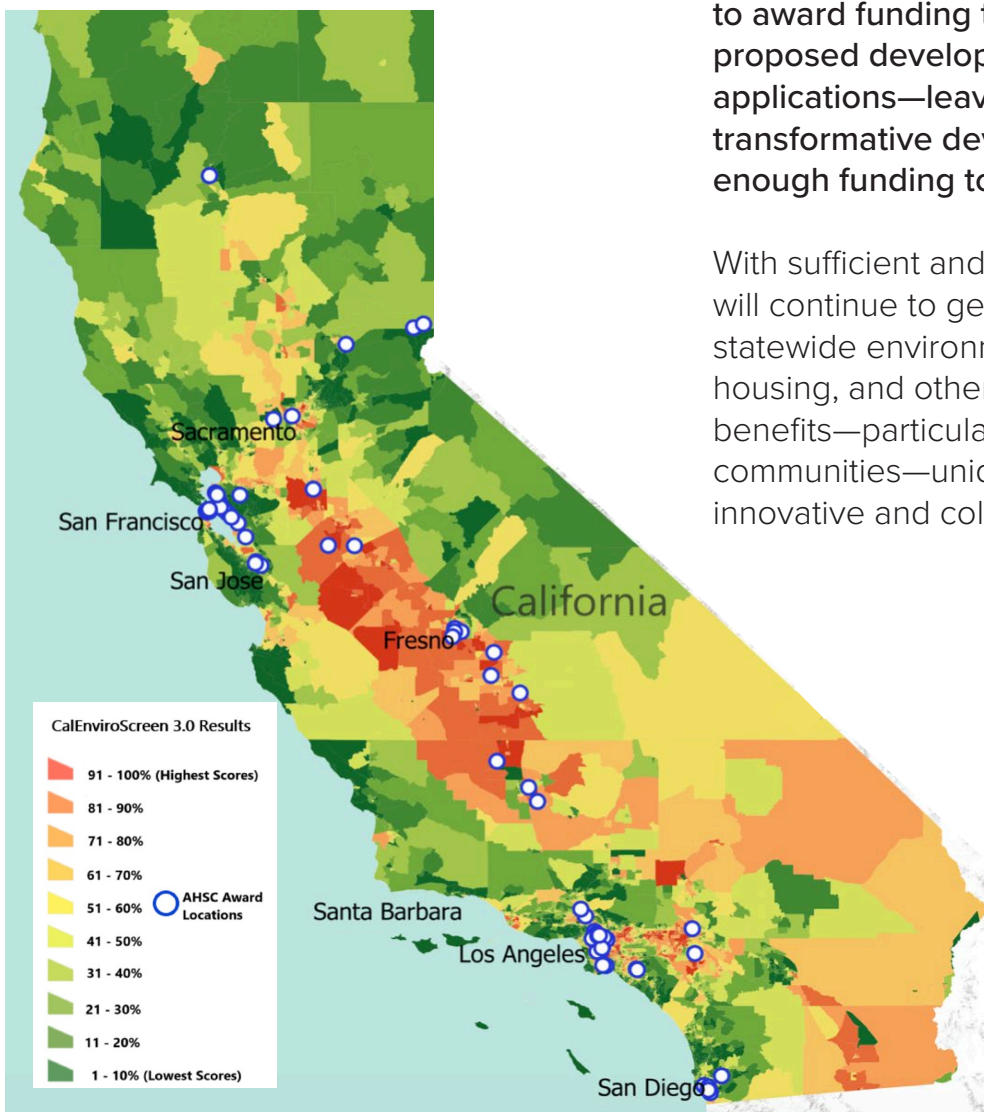
This annual policy brief presents findings on AHSC's impact, both at the state and local level.ⁱ Topics covered in this report include:

- Addressing California's Housing Affordability Crisis
- Reducing Greenhouse Gas Emissions, Improving Air Quality, & Building Climate Resiliency
- Developing Transportation Infrastructure & Connectivity to Jobs
- Improving Public Health

- Serving the Unique Needs of Disadvantaged & Low-Income Communities
- Preventing Displacement for Residents & Locally-Owned Businesses
- Creating Jobs & Positive Economic Impacts

AHSC provides local communities with a crucial source of funding to advance these policy goals. Not surprisingly, AHSC is in high demand. **Since its inception, AHSC has only had enough resources to award funding to 43 percent of proposed developments submitting full applications—leaving many potentially transformative developments without enough funding to move forward.**ⁱⁱ

With sufficient and reliable funding, AHSC will continue to generate substantial statewide environmental, health, housing, and other socioeconomic public benefits—particularly in disadvantaged communities—unique to this program's innovative and collaborative design.



ⁱFor the previous joint research report on AHSC—published by the California Housing Partnership, Enterprise Community Partners, and TransForm in 2017—see <https://goo.gl/Y3xgbG>.

ⁱⁱWhile 181 full applications were submitted in AHSC's three funding rounds, an additional 151 applicants submitted concept applications during rounds 1 and 2 (there was no concept round in Round 3). Thus, only 77 out of 332 proposed developments (or 23 percent) received funding from AHSC.



KEY PROGRAM ACCOMPLISHMENTS

The Affordable Housing and Sustainable Communities (AHSC) program provides substantial benefits to underserved Californians while improving our climate

Key program accomplishments

- **Total Investment:** AHSC awarded funding to 77 developments across the state and invested more than \$701 million in 40 communities in its first three funding rounds.
 - **Greenhouse Gas Reductions:** AHSC investments will reduce more than 1.6 million metric tons of CO₂ emissions over the course of awarded developments' operating lives. Each year, these developments will remove approximately 11,745 cars from the road and reduce car travel in California by approximately 134 million miles.
 - **Air Quality Improvements:** By reducing passenger vehicle use, AHSC will not only reduce GHGs but will also improve the air quality and health of Californians, especially in disadvantaged communities. Developments with Round 3 awards will reduce an estimated 194,890 pounds of air pollutant emissions over the course of their operating lives.
 - **New Affordable Homes:** AHSC has provided crucial funding for 6,443 high-quality, location-efficient, and transit-accessible affordable homes for low-income Californians, with most of these homes targeted to families earning less than 50 percent of area median income.
- Low-income residents living in AHSC-funded affordable homes will save an average of \$746 per month in housing costs when compared to paying local market rents. During the 55-year period these homes are required to remain affordable, residents will save about \$3 billion, which they can spend on other essentials such as food, transportation, and health care.
- **Benefits for Disadvantaged and Low-Income Communities:** 78 percent of AHSC funds have directly benefitted "disadvantaged communities," as defined in SB 535, and 93 percent of AHSC funds have directly benefitted "low-income communities," as defined in AB1550.
 - **Healthy Mobility Options:** AHSC also funds pedestrian and bike improvements that increase community safety and active transportation and mobility, including 86 miles of new or improved bike lanes and 671 new or improved crosswalks. These investments provide public health benefits not only to AHSC residents, but also to the surrounding community.



- **Jobs and Economic Impact:** During construction, the housing components of AHSC-funded developments will support more than 14,600 jobs, create more than \$1.2 billion in wages and business income, and generate more than \$464 million in revenue for State and local government. Each year after construction, these developments will support approximately 4,180 jobs, create more than \$296 million in wages and business income, and generate more than \$84 million in annual revenue for State and local government.
- **Anti-Displacement:** In the latest funding round, all awarded developments included anti-displacement strategies for residents and locally-owned businesses, local workforce development and hiring strategies, and robust community engagement. Each AHSC development also included commitments to increase community climate resiliency.

AHSC COMMUNITY BENEFITS

- 
1. Addressing the Housing Affordability Crisis
 2. Reducing Greenhouse Gas Emissions, Improving Air Quality, & Building Climate Resiliency
 3. Developing Transportation Infrastructure & Connectivity to Jobs
 4. Improving Public Health
 5. Serving the Unique Needs of Disadvantaged & Low-Income Communities
 6. Preventing Displacement for Residents & Locally-Owned Businesses
 7. Creating Jobs & Positive Economic Impacts

ADDRESSING CALIFORNIA'S HOUSING AFFORDABILITY CRISIS



- * AHSC has provided critical funding for 6,443 high-quality, location-efficient, and transit-accessible affordable rental homes for low-income Californians.¹ These homes would not exist without AHSC funding and will remain affordable for 55 years.
- * 75 percent of AHSC-funded homes are reserved for very low-income households earning less than 50 percent of area median income. Many also include supportive services, and some serve veterans and seniors.²

About AHSC's investments in affordable housing

Creating and preserving affordable housing for low-income Californians is one of the AHSC program's stated public policy objectives. California needs more than 1.5 million new affordable rental homes to meet the current needs of its lowest income renters, most of whom are forced to spend more than half of their income on rent.ⁱⁱⁱ AHSC is a particularly critical State financing tool to leverage 4% Low-Income Housing Tax Credits (LIHTCs)—a virtually uncapped federal resource for developing and preserving affordable homes—that enable developers and local government partners to begin to meet this huge need.

How AHSC achieves this policy goal

- **Rent Savings:** Low-income residents living in affordable homes created through AHSC's first three rounds will save an average of \$746 per month when compared to paying local market rents. During the 55-year period these homes are required to remain affordable, residents will save approximately \$3 billion, which they can spend on other essentials such as food, transportation, and health care.³
- **Efficient Use of State Funds:** In its first three funding rounds, each dollar of AHSC funds allocated to creating affordable homes will result in approximately six dollars in annual rent savings per low-income household.⁴
- **Other Social Benefits:** AHSC-funded affordable homes will help families avoid painful tradeoffs between rent and essentials like food and health care—and will enable them to experience other benefits associated with stable and affordable housing such as improved health and higher educational attainment for children.^{iv}

ⁱⁱⁱCalifornia Housing Partnership, 2016. Confronting California's Rent and Poverty Crisis: A Call for State Reinvestment in Affordable Homes. April. Website: <https://goo.gl/kxTtkp>.

^{iv}See, for example: MacArthur Foundation: How Housing Matters Research Briefs. Website: <https://www.macfound.org/press/article/how-housing-matters-research-briefs/>

REDUCING GREENHOUSE GAS EMISSIONS, IMPROVING AIR QUALITY, & BUILDING CLIMATE RESILIENCY



- * AHSC-funded developments from the first three rounds will reduce more than 1.6 million metric tons of CO₂ over the course of their operating lives.⁵
- * Each year, these developments will remove approximately 11,700 cars from the road and reduce car travel in California by approximately 134 million miles.⁶
- * All 19 developments funded by AHSC in the most recent round included strategies for increasing community climate resiliency.

About AHSC's climate change benefits

AHSC furthers the State's goal, as supported by AB 32 and SB 375, to reduce greenhouse gas emissions (GHGs) and act as a national leader in mitigating climate change. By reducing GHGs, AHSC not only addresses climate change, but also provides critical investments in California communities most burdened by multiple sources of pollution and community health challenges.

How AHSC achieves this policy goal

- **GHG Reductions:** AHSC-funded developments are projected to generate substantial GHG reductions—1.6 million metric tons of CO₂—primarily by reducing the need for driving by residents of location-efficient affordable homes, and also through investments in transit infrastructure and bicycle and pedestrian facilities.
 - **Climate Resiliency:** The most common strategies for increasing community climate resiliency among developments funded in the most recent round included trees and shading to mitigate increased days of high heat, storm water management infrastructure to address flooding, and water conservation features and drought tolerant landscaping to adapt to drying climates.
 - **Air Quality Improvements:** Through a substantial reduction in local car trips—11,700 annually—AHSC will also improve local air quality, bringing relief to residents of disadvantaged communities with high pollution burdens.
- AHSC developments funded in the most recent round will remove an estimated 195,000 pounds of air pollutant emissions—primarily in disadvantaged and low-income communities—over the course of their operating lives.⁷

⁷AHSC 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 gases (ROG), diesel particulate matter (diesel PM), and fine particulate matter less than 2.5 micrometers (PM2.5).

DEVELOPING TRANSPORTATION INFRASTRUCTURE & CONNECTIVITY TO JOBS



- * AHSC’s transportation investments range from new buses, to transit passes for low-income residents, to new bike and pedestrian facilities, to station improvements—all of which make active and public transportation more accessible, appealing, safe, and affordable.
- * Transportation investments from AHSC’s first three funding rounds will substantially increase transit ridership and reduce vehicle miles traveled by 37 million each year.

About AHSC’s transportation and connectivity improvements

AHSC’s core public policy objectives include increasing transit ridership and improving connectivity and accessibility to jobs, housing, and services. AHSC’s substantial transportation investments make it easier and more affordable for both residents of AHSC-funded developments and the surrounding community to access jobs and services—and are critical to building healthy and connected neighborhoods, cities, and regions.

How AHSC achieves this policy goal

- **Transportation Improvements:** AHSC makes a variety of investments in transportation facility and route improvements, including new and improved bikeways and walkways, lighting, accessible faregates, signage and wayfinding, street furniture, bus shelters, and bicycle parking and carrying structures on public transit.
- **New Public Transit:** AHSC has also funded 58 new buses, vans, or shuttles as well as associated capital improvements necessary for public transit,⁷ which are projected to increase ridership by 41,000 people per day in a sample year.⁸
- **Reduction in Vehicle Miles Traveled:** These new public transit services will result in approximately 37 million fewer vehicle miles traveled per year.⁹ Reducing car dependence is a critical strategy of AHSC to reduce GHGs and improve the air quality and health of Californians.
- **Affordable Transit Passes:** AHSC also requires that awardees provide transit passes to residents for at least three years, and many provide far more. In the most recent round of funding, nearly 2,000 transit passes were supplied.¹⁰

IMPROVING PUBLIC HEALTH



- * AHSC's investments in active transportation and transit accessibility expand healthy mobility options for both residents of AHSC-funded developments and the broader community.
- * These investments, in combination with investments in affordable housing near transit, substantially improve air quality in disadvantaged and low-income communities.

About AHSC's public health impact

AHSC's stated public policy objectives include reducing air pollution, improving public health, and increasing mobility options and active transportation. AHSC achieves these goals by funding holistic developments, primarily in disadvantaged and low-income communities, that provide a range of non-driving mobility options through bicycle and pedestrian improvements—in addition to public transit investments—which are critical to improving air quality and giving residents a chance to live healthier lives.

How AHSC achieves this policy goal

- **Bikeway and Walkway Improvements:**

AHSC funds pedestrian and bike improvements that increase safety and accessibility for the community, reduce dependence on cars by increasing active transportation options, and connect affordable housing to public transit.

For example, AHSC has funded 86 miles of new or improved bike lanes and 671 new or improved crosswalks. These investments provide public health benefits not only to AHSC residents, but also to the surrounding community.

The most recent round of awards (Round 3) will result in approximately 15,120 new active transportation trips per year through new bike shares.¹¹

- **Air Quality Improvements:** By reducing passenger vehicle use, AHSC not

only reduces greenhouse gases, but also improves air quality and health in disadvantaged and low-income communities. Developments funded in Round 3 will remove an estimated 195,000 pounds of air pollutant emissions over the course of their operating lives.¹²

- **Parking Reductions:** AHSC funds also increase active transportation and transit ridership by incentivizing reduced parking per unit for housing developments. Reduced parking changes commuter behavior by making driving less appealing and incentivizing other options including biking, walking, or public transit. In Round 3, 17 out of the 19 awarded developments cut on-site parking, by an average of 41 percent.¹²

¹¹AHSC 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 gases (ROG), diesel particulate matter (diesel PM), and fine particulate matter less than 2.5 micrometers (PM2.5).

SERVING THE UNIQUE NEEDS OF DISADVANTAGED & LOW-INCOME COMMUNITIES



- * 78 percent of AHSC-funded affordable housing developments will directly benefit disadvantaged communities (DACs).¹³
- * 93 percent of total AHSC funds will directly benefit “low-income communities” as defined by AB 1550.¹⁴

About AHSC’s benefits for disadvantaged and low-income communities

AHSC is designed to fund developments that directly benefit low-income and disadvantaged communities. At least 50 percent of AHSC-funded developments are required to benefit or be located within disadvantaged communities (DACs),^{vii} and AB 1550 imposes additional requirements for benefiting “low-income communities.” AHSC has far exceeded these requirements in each of its funding rounds.^{viii}

How AHSC achieves this policy goal

- **Benefitting DACs:** 60 out of 77 (78 percent) of AHSC-funded affordable housing developments—or 78 percent of total AHSC funds—will either be located in or directly benefit DACs.
- **Benefitting Low-Income Communities:** 63 out of 77 (82 percent) of AHSC-funded affordable housing developments—or 93 percent of total AHSC funds—will either be located in or directly benefit “low-income communities” as defined by AB 1550.
- **Responsive Community Engagement:** All 19 awarded developments from the most recent round of funding demonstrated a community engagement process that

informed their design—including public workshops, focus groups, community meetings, and surveys. AHSC also directly incentivizes developers and local governments to listen and respond to community needs. Examples of such efforts include incorporating on-site child development centers and commercial space for youth activities, on-site workforce development centers to respond to employment needs, and the use of zero-net energy technology to reduce high utility cost burdens.

^{vii}Senate Bill 535 directs state and local agencies to make investments that benefit California’s disadvantaged communities (DACs), which are defined as census tracts that are disproportionately burdened by and vulnerable to multiple sources of pollution. Currently, 2,007 census tracts throughout California have been identified as DACs.

^{viii}Assembly Bill 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.

PREVENTING DISPLACEMENT FOR RESIDENTS & LOCALLY-OWNED BUSINESSES



- * AHSC-funded affordable housing helps low-income residents to stay in place as new investments are brought into their neighborhood.
- * All 19 developments funded in AHSC's most recent round will implement additional strategies to prevent the displacement of low-income residents and locally-owned businesses.

About AHSC's anti-displacement effects

Low-income households and locally-owned businesses face the threat of displacement from their neighborhoods as regions comply with SB 375 through new transit investment and related infill investment. 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.^{ix}

How AHSC achieves this policy goal

- **Affordable Housing:** AHSC has provided critical funding for 6,443 high-quality, location-efficient affordable homes for low-income Californians, most of whom earn less than 50 percent of area median income.¹⁵ 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 just as new amenities and investments are coming into their neighborhoods.
- **Anti-displacement Strategies:** AHSC further requires that developments located within disadvantaged communities must be designed to avoid displacement of local businesses and achieve “no net loss” of affordable homes. All AHSC developments awarded in the most recent round of funding listed at least

two resident anti-displacement strategies (beyond development and preservation of affordable housing) and at least one business anti-displacement strategy to be implemented as part of the AHSC-funded development plan or already existed in the jurisdiction.

The most common resident strategies include just cause eviction, tenant anti-harassment policies, density bonus ordinances, and the use of affirmative marketing strategies targeting a disadvantaged or low-income community.

Prioritization of Minority and Women Owned Business Enterprises for public contracting and increasing the visibility of the jurisdiction's small business assistance program were the most commonly listed anti-displacement strategies for local businesses.

^{ix}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.

CREATING JOBS & POSITIVE ECONOMIC IMPACTS



- * Developments funded in AHSC’s first three rounds will support tens of thousands of jobs and billions of dollars in wages and business income, as well as generate billions of dollars in revenue for State and local government.
- * Local workforce development and hiring practices, along with local business anti-displacement strategies, are standard for all AHSC-funded developments. AHSC awardees often prioritize minority and women-owned business enterprises (MWBE) for contracting.

About AHSC’s job creation and economic impact

Although economic development is not one of AHSC’s stated public policy objectives, funded developments will generate substantial economic activity that will extend beyond its residents and into surrounding communities and regions. Further, AHSC’s scoring incentives ensure that local businesses benefit from the program’s investments in communities.

How AHSC achieves this policy goal

- **Job Creation and Economic Stimulus:**
During construction, the housing components of developments funded in AHSC’s first three rounds will support more than 14,600 jobs, create more than \$1.2 billion in wages and business income, and generate more than \$464 million in revenue for State and local government.¹⁶ Each year after construction, these developments will support approximately 4,180 jobs, create more than \$296 million in wages and business income, and generate more than \$84 million in annual revenue for State and local government.¹⁷
- **Locally-Owned Business Anti-Displacement Strategies:** All Round 3 awardees will incorporate business anti-displacement strategies, typically by prioritizing MWBE for public contracting and increasing the visibility of the jurisdiction’s small business assistance.
- **Local Workforce Development and Hiring:**
All Round 3 awardees will incorporate local workforce development or hiring practice strategies. Most will focus on establishing partnerships with existing workforce development, job training, apprenticeship programs, and local Workforce Investment Boards. One third will include local hire specifications in their developments.

METHODOLOGY AND SOURCES

¹ Strategic Growth Council public release data (<http://sgc.ca.gov/programs/ahsc/resources/previous-awards.html>), verified by application materials in the FAAST system.

² Special populations served is determined from the Strategic Growth Council's public release data, located at <http://sgc.ca.gov/programs/ahsc/resources/previous-awards.html>.

³ Household rent savings was calculated as the difference between the restricted rents in AHSC developments and the Small Area Fair Market Rents (SAFMR) for the zip code where the development is located, as provided by HUD at <https://www.huduser.gov/portal/datasets/fmr/smallarea/index.html>. Household rent savings are not discounted.

⁴ The household savings per AHSC dollar invested was calculated as the ratio between the total AHSC investment in Affordable Housing Development and Infrastructure (AHD and HRI) to household rent savings. The latter was calculated as the difference between the restricted rents in AHSC developments and the Small Area Fair Market Rents (SAFMR) for the zip code where the development is located, as provided by HUD at <https://www.huduser.gov/portal/datasets/fmr/smallarea/index.html>.

⁵ CO₂ reduction for each round of AHSC awards was calculated from the Strategic Growth Council's public release data, located at <http://sgc.ca.gov/programs/ahsc/resources/previous-awards.html>, and verified by the California Air Resources Board's (CARB) Revised Calculator Tool for AHSC. Please note that the quantitative methodologies used by the California Air Resources Board to determine GHG reductions are updated annually as stronger data is released. Aggregate CO₂ reductions are not updated between each round but represent the quantification methodology employed by CARB at the time. Past and current versions of the quantitative methodology are located at <http://sgc.ca.gov/programs/ahsc/resources/guidelines.html>.

⁶ Cars removed from the road was calculated from the Environmental Protection Agency's (EPA) GHG Equivalency calculator, which converts aggregate CO₂ reduction to cars removed from the road. The EPA GHG Equivalency calculator can be found at <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>. Reduction in vehicle miles traveled (VMT) was calculated from the California Air Resources Board's Revised Calculator Tool for AHSC. Because VMT data is not available for Round 1, we used the EPA's GHG Equivalency calculator to determine VMT reduction.

⁷ New transit vehicles was calculated from the Strategic Growth Council's public release data (<http://sgc.ca.gov/programs/ahsc/resources/previous-awards.html>) and verified through application data. Because data on new transit vehicles was not reported in the public release data for Round 1, these calculations only include Round 2 and Round 3 awarded developments.

⁸ Daily ridership reflects the anticipated increase in daily ridership attributable to the AHSC development—for both residents and the larger community. Existing ridership is not included in this figure. In the cases where applicants note that ridership will vary over the life of the development—or the final year of AHSC funds will be committed for the service's operation—is used. Daily ridership is reported in the California Air Resources Board's Revised Calculator Tool for AHSC.

⁹ Reduction in vehicle miles traveled attributable to new public transit services was calculated from the California Air Resources Board's Revised Calculator Tool for AHSC.

¹⁰ The number of transit passes was calculated from awarded AHSC applications (often titled "Transit Subsidy"), located at <https://faast.waterboards.ca.gov/>. Because transit subsidies were not consistently included in Round 1 and Round 2 application materials, this calculation only includes Round 3 awards. This variable includes both partially and fully funded transit passes.

¹¹ Estimates for new active transportation trips per year through new bike shares are based on the number of annual bike trips reported by each development in the California Air Resources Board's Revised Calculator Tool for AHSC. The number of annual bike trips is the total number of trips using bike share bikes expected in the development's first year of service.

¹² Parking reduction was calculated as the difference between the on-site parking spaces in AHSC developments and the default ITE parking rate for the development, as articulated in AHSC's 2016-2017 Revised Quantitative Methodology (Appendix B). The number of on-site parking spaces is determined from awarded AHSC application materials, located at <https://faast.waterboards.ca.gov/>.

¹³ Status as a Disadvantaged Community (DAC) was determined from the Strategic Growth Council's public release data, located at <http://sgc.ca.gov/programs/ahsc/resources/previous-awards.html>, and verified by the California Communities Environmental Health Screening Tool (CalEnviroScreen), which assesses all census tracts in California to identify which areas are disproportionately burdened by and vulnerable to multiple sources of pollution. Currently, 2,007 census tracts throughout California have been identified as DACs. The CalEnviroScreen data can be found at <https://oehha.ca.gov/calenviroscreen/sb535>.

¹⁴ Status as an AB 1550 Low-Income Community for Round 3 awards is determined from the Strategic Growth Council's public release data, located at <http://sgc.ca.gov/programs/ahsc/resources/previous-awards.html>. Because Rounds 1 and 2 predated the passage of AB 1550, each awarded development's AB 1550 status was determined using ARB's Cap & Trade Map, located at <https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/lowincomemapfull.htm>.

¹⁵ The number of affordable homes provided by AHSC funding was calculated from the Strategic Growth Council's public release data, located at <http://sgc.ca.gov/programs/ahsc/resources/previous-awards.html>, and verified by awarded AHSC application materials in the FAAST system. Manager's units are excluded from this calculation.

¹⁶ Estimates for job creation and economic impact are based on multipliers published by the National Association of Home Builders for calculating wages, taxes, and jobs generated by construction of multifamily homes in California. Report: National Association of Home Builders, 2016. The Economic Impact of Home Building in California: Income Jobs, and Taxes Generated. July.

¹⁷ Post-construction jobs supported by new multifamily development in California span several industries, including retail, restaurants, government, health, transportation, education, and social services.

Image Credits

Cover and pages 2, 6, 8, 9, 11, 12, 13, and 14: Enterprise Community Partners, 2018.

Pages 3 and 10: Ben Bryant / Shutterstock.com

State map on page 4: Compilation of AHSC investments over CalEnviroScreen 3.0 statewide map produced by Enterprise Community Partners.

