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Exhibit A: Executive Summary

Applicant: Metropolitan Transportation Commission

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The Metropolitan Transportation Commission (MTC) and its partners are requesting \$10 million in PRO Housing funds to help launch a new Priority Sites Program to support equitable transit-oriented communities at regionally significant sites throughout the Bay Area and invest in infrastructure that will unlock two catalytic mixed-use, mixed-income projects that together will create 1,000 new homes, including 400 new homes affordable to households earning below 100% area median income (AMI). Specifically, the \$10 million PRO Housing Grant will fund the following activities:

1. **Priority Sites Program Launch:** Launch a Priority Sites Program that provides in-depth technical assistance across the Bay Area to prepare a pipeline of locally-prioritized, regionally significant affordable housing developments in places with frequent public transit. Technical assistance will include support for removing region-wide barriers to transit-oriented development, and targeted site-specific technical assistance.
2. **Catalyst Priority Sites Program Projects:** Close funding gaps in housing-supportive infrastructure to unlock two mixed-use, mixed-income projects that will together create 1,000 new homes (40% affordable). Projects will serve as exemplars for the Bay Area’s Priority Sites Program and have been selected because lessons learned may be applied to future projects.

The Priority Sites Program is an essential piece of the puzzle that will help the San Francisco Bay Area achieve our ambitious housing, transportation, climate and equity goals. The 2023 PRO Housing funding opportunity comes at an important time: a grant award this cycle will enable the Bay Area to launch this program and begin to demonstrate value in advance of a \$10-\$20 billion regional housing bond the Bay Area is gearing up to place on the November 2024 ballot. This regional revenue measure could serve as a long-term fund source for the Priority Sites Program and other key regional initiatives that will support equitable housing preservation, production and protection.

Proposed Grant Will Help Deliver on the San Francisco Bay Area’s Interconnected Housing, Transportation, Climate and Equity Goals

The \$10 million PRO Housing grant will leverage MTC’s expertise as the region’s transportation and housing planning, financing and coordinating agency and our unique partnerships with Bay Area transit agencies, local governments, and affordable housing developers to support implementing the Bay Area’s ambitious regional-scale plans to build more affordable housing, improve mobility and access to opportunity, and meet the Bay Area’s climate goals. Specifically, the Priority Sites Program is a signature implementation initiative of [Plan Bay Area 2050](#) (the Bay Area’s federally mandated long-range transportation plan (RTP) and state-mandated Sustainable Communities Strategy (SCS)) and will support housing production in line with the Bay Area’s recently adopted Regional Housing Needs Allocation (RHNA), an 8-year plan for how the Bay Area’s 101 cities and nine counties can accommodate its current and future housing needs for all residents.

These plans are ambitious: Plan Bay Area 2050 charts a course for a more affordable, connected, diverse, healthy and vibrant Bay Area. That vision includes adding 1.4 million new homes over a 30-year time horizon and an integrated transportation and land use strategy that together will

achieve our goal to reduce Bay Area per capita greenhouse gas emissions by 19% below 2005 levels by 2035. The Bay Area’s RHNA lays the near-term groundwork for meeting these housing goals by requiring local governments plan for and revise local zoning to accommodate 440,000 new homes by 2031, including over 180,000 new homes specifically for lower-income residents.

Centering Equity: Bay Area’s Plans Align with PRO Housing Program Equity Goals and Requirement to Affirmatively Further Fair Housing (AFFH)

MTC for decades has adopted long-range plans, implemented programs, and provided funding to target housing and jobs growth in neighborhoods well-served by public transit, putting jobs, housing and services in reach for more people. Plan Bay Area 2050 builds on this strong “targeted growth” foundation and integrates a clear commitment to equity, memorialized in [MTC’s Equity Platform](#). MTC set out to ensure Plan Bay Area 2050 would create access to opportunity for all current and future Bay Area residents, regardless of race, income or ability; include housing that is affordable to individuals and families across all incomes; and be accompanied by strong protections that ensure existing residents are not displaced. Specifically, [MTC expanded the neighborhoods to which we targeted new housing growth \(including affordable housing growth\) to include “High Resources Areas.”](#) These are areas identified by the California Department of Housing and Community Development and the California Tax Credit Allocation Committee as “[high opportunity](#),” in line with AFFH. Plan Bay Area 2050 also includes strategies to preserve existing affordable housing and combat displacement.

Similarly, the Bay Area’s latest RHNA methodology was the first to incorporate a new state mandate to AFFH; it does so by heavily weighting “Access to Opportunity” to distribute the region’s lower-income housing targets (accounting for 70% of this portion of the methodology), and additionally applying an “equity adjustment” to ensure that racially concentrated areas of affluence received a fair share of lower-income housing. Together, Plan Bay Area 2050 and the RHNA represent a new approach for growth in the Bay Area that more appropriately balances the need for infill development in the region’s urban cores and expanded access to higher density housing in historically exclusionary and higher opportunity areas.

These plans can serve as a national model to simultaneously achieve affordability, climate, transportation and equity goals through a “both/and” approach, rather than pitting these strategies against each other in an “either/or” approach. The Priority Sites Program will be an example of putting these “both/and” plans into action.

Priority Sites Program: PRO Housing Funding Will Help Bay Area Move from Plan into Action

The PRO Housing grant will help launch a signature Plan Bay Area 2050 implementation initiative to transform our groundbreaking regional plans into on-the-ground results: the Priority Sites Program. The program goes beyond planning to focus on building transit-oriented communities at regionally significant sites. It will specifically focus on developments of sufficient scale to make a meaningful dent in our region-wide housing goals. A “priority site” must be located in a transit-rich and/or High Resource Area and could be a declining mall, a transit station parking lot, or unused school district land. With thoughtful planning and targeted

investment, these sites can become centers of the community that will house longtime residents while also welcoming new ones, and will increase access to opportunity by connecting residents to important local and regional jobs and services. The Priority Sites Program incorporates the various pro-housing strategies and policies in Plan Bay Area 2050 and RHNA and converts them into programmatic requirements to support mixed-income, mixed-use developments that can serve as exemplars of how to simultaneously advance our intersectional housing, climate, and equity goals.

Priority Sites Program Will Leverage Existing Policies and Programs to Maximize Impacts from PRO Housing Grant

The Priority Sites Program will not exist in a silo; it will be complemented by several other regional policies and programs that reinforce the “both/and” approach of Plan Bay Area 2050 and RHNA. For example, MTC’s 2022 update of our [Transit Oriented Communities Policy](#) – which uses transportation funds as an incentive for cities and counties to upzone transit rich areas – specifically requires local governments to adopt affordable housing-supportive policies (e.g., inclusionary zoning, affordable housing funding, and/or streamlined approval for affordable housing developments), housing preservation policies (e.g., limitations on converting single-room occupancy rental units to condominiums), and housing protection/anti-displacement policies (e.g., “just cause” eviction protections stronger than those prescribed by state law). The TOC Policy also eliminates parking minimums in many transit-rich areas, helping remove one of the major cost barriers to building affordable housing in the Bay Area. The Priority Sites program will help fund developments in TOC communities and other High Resource Areas.

Additionally, in June 2023 MTC (through our affiliate, the Bay Area Housing Finance Authority) launched the [Doorway Housing Portal](#) to make it easier for Bay Area renters – regardless of race, income and ability – to access affordable housing by centralizing affordable housing listings across the Bay Area onto a single online platform. A planned update will unveil a common application, which will allow an applicant to complete an online application in less than 10 minutes. Searching for an affordable place to rent in the Bay Area is a formidable challenge. Information and applications are often paper-based and are different for every property. The Doorway Housing Portal, which was developed with the support of Google.org, removes these barriers. If awarded the PRO Housing Grant, MTC would require that the Catalytic Projects funded through Priority Sites Program market their planned 400 affordable units on the Portal, providing co-benefits to what can be a model for public-private partnerships in removing barriers to affordable housing.

PRO Housing Grant to Unlock 1,000 New Homes in Transit-Oriented Communities

The PRO Housing grant will fund housing-supportive infrastructure projects to unlock 1,000 new homes (400 affordable) in amenity-rich neighborhoods that promote integration and environmental sustainability. Specifically, MTC will leverage our longstanding relationships with two of the region’s largest transit operators – the Bay Area Rapid Transit District (BART) and the Santa Clara Valley Transportation Authority (VTA) – to deliver the critical infrastructure necessary to advance the following two transit-oriented developments that will serve as catalytic Priority Site Program projects.

EXHIBIT A – DRAFT

Applicant: Metropolitan Transportation Commission

- **El Cerrito Plaza** will transform a BART station surface parking lot into 743 homes (47% affordable), community gathering spaces, and a potential public library, as well as improvements to an existing regional trail connecting the communities of the East Bay.
- **Blossom Hill** will create 328 new homes (27% affordable), local-serving retail space, and trail and public space improvements enhancing community access to a light rail stop connecting residents to Silicon Valley’s employment and educational opportunities.

These transit agencies are at the forefront of promoting equitable transit-oriented communities. They have real estate development teams, a solid TOD track record, strong working relationships with local governments, and shovel-ready projects that meet the Priority Sites Program criteria.

**EXHIBIT B: THRESHOLD REQUIREMENTS AND OTHER SUBMISSION
REQUIREMENTS**

Applicant: Metropolitan Transportation Commission

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Review and provide a narrative response, as necessary, to the Threshold Eligibility Requirements in Section III.D and Other Submission Requirements in Section IV.G

The Metropolitan Transportation Commission meets all of the Threshold Eligibility Requirements indicated in Section III.D of the NOFO and the Other Submission Requirement in Section IV.G, as well as all other Threshold Eligibility Requirements. By submitting this application, MTC certifies as follows:

Section III.D Requirements:

1. Resolution of Civil Rights Matters: MTC has no outstanding civil rights matters.
2. Timely Submission of Application: This application will be submitted in advance of the deadline state in the NOFO,
3. Eligible Applicant: MTC is the Metropolitan Planning Organization (MPO) for the San Francisco Bay Area.
4. Number of Applications: This is the only application submitted by MTC in response to this NOFO.

Section IV.G Requirements:

1. Standard Application, Assurances, Certifications and Disclosures – Included with the application.
2. Other Program-Specific Requirements
 - a. Limited English Proficiency – MTC has satisfied all requirements.
 - b. Physical Accessibility – MTC has satisfied all requirements.
 - c. Environmental Review – Because MTC is not a recipient of funding under Title I of the Housing and Community Development Act of 1974 and HUD’s regulations at 24 CFR 58.2(a)(5), we anticipate that HUD will perform the environmental review in accordance with 24 CFR part 50, as stated in the NOFO.
 - d. Federal Assistance Assurances – Included with the application.
 - e. 424-CBW budget form – Included with the application.
 - f. Certification Regarding Lobbying – Included with the application.
 - g. Disclosure of Lobbying Activities – included with the application.

EXHIBIT C: NEED

Applicant: Metropolitan Transportation Commission

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C.1. Efforts so far to identify, address, mitigate, or remove barriers to affordable housing production and preservation

Prior Regional Efforts to identify and remove barriers to affordable housing

In 1969, the California State Legislature adopted a requirement that all local governments plan to meet the housing needs of people at all income levels in the community by adopting a Housing Element as part of its General Plan. Recognizing that housing demand, like transportation networks and many other environmental and economy systems, transcend local boundaries, this process is coordinated at the state and regional level. Every eight years, the state issues a total housing need determination at various income levels (described as a percentage of median income) for each metropolitan area. In the San Francisco Bay Area, the Association of Bay Area Governments (ABAG) is responsible for allocating this eight-year need to the region's 109 local governments, which are then responsible for creating a Housing Element that demonstrates the capacity to accommodate this level of need. In addition to identifying individual sites, Housing Elements must evaluate barriers to housing need, establish programs to overcome these barriers, and periodically report on progress toward meeting these needs.

In theory, this process, known as the Regional Housing Needs Allocation (RHNA), should ensure that the Bay Area has taken the steps necessary to meet its future housing needs. In practice, the fifty years since RHNA was established have witnessed a housing crisis in the Bay Area that has gained global attention. The region has fallen far short of projected housing needs in the Very Low- and Low-Income categories in every RHNA period for which records exist, with the shortfall increasing during the 2010s following the elimination of Redevelopment Agencies in California, which utilized tax-increment financing to support the construction of affordable housing and neighborhood infrastructure.

This chronic shortfall and growing crisis have taken place despite significant efforts by MTC and ABAG to steer local governments toward policies that reduce barriers to affordable housing preservation and production. Prior to the more comprehensive regional efforts of the past five years described later in this section, MTC and ABAG pursued several pro-housing initiatives, including the following:

- **Transit-Oriented Development Policy** requiring local governments with transit stations slated to receive regional investment to meet minimum residential density thresholds. This policy successfully removed a critical regulatory barrier to housing production, facilitating land use reforms to increase ridership for major transit investments.
- **Priority Development Area Program** providing planning grants and technical assistance to local governments to remove barriers to housing production overall, and affordable housing and preservation specifically, in Priority Development Areas (PDAs)—places within walking distance of transit identified by local governments for future housing and job growth, as well as infrastructure investment. These grants are conditioned on updates to zoning codes that are accompanied by Environmental Impact Reports (EIRs) for the plan area that remove the need for additional environmental analysis for projects consistent with the plan— removing a key barrier to new housing at infill sites.

- **Transit Oriented Affordable Housing (TOAH) Fund and Bay Area Preservation Pilot (BAPP)** funded the production and preservation of affordable housing. With a \$20 million regional investment, these programs leveraged \$79 million from external sources. Lessons learned from these initial ventures into affordable housing have informed the current set of pilot programs led by BAHFA discussed below.
- **One Bay Area Grant (OBAG) Program** linking eligibility for discretionary regional transportation funding to local adoption of a minimum set of housing policies. To effectively incentivize jurisdictions, the OBAG program has delivered more than \$1 billion in locally identified mobility improvements in Priority Development Areas, expanded the PDA Program, and created a Housing Incentive Pool awarding \$76 million in transportation funds to reward the Bay Area cities that issue the most housing permits.
- **Regional Coordination on Equitable Transit Oriented Development** through collaborative regional studies¹ and periodic updates to the programs listed above. This work has informed the Transit Oriented Development programs operated by the Bay Area Rapid Transit Authority (BART) and Valley Transportation Authority (VTA), which have established extensive portfolios that include the Catalyst Projects in Activity 2.

The measurable outcomes and barriers removed by these initiatives are shown in Figure 1.

Figure 1. Measurable Outcomes & Barriers Removed by MTC/ABAG Pro-Housing Initiatives

Program or Policy	Measurable Outcome	Barrier(s) Removed	Period
TOD Policy	Zoning capacity added for more than 50,000 homes within ½ mile of new regional rail stations.	Zoning and land use controls	2005-2022
Priority Development Areas	<ul style="list-style-type: none"> • Streamlined development standards and zoning capacity for 175,000 additional homes near transit. • 50 Specific Plans adopted with consistent zoning, environmental streamlining, and affordable housing and anti-displacement measures. • 60% of Bay Area housing permits issued from 2014-22 were in PDAs, which comprised 25% of region’s homes in 2014. • 30 Technical Assistance grants addressing barriers such as building codes, parking requirements, and effective community engagement. 	Permitting procedures and approval timing and predictability; Zoning and land use controls; Prohibitive building codes; Capacity to conduct meaningful community engagement, procedural delays associated with soliciting engagement or community review, and/or opposition to new and or affordable housing.	2008-Current

¹ Examples include the 2018 [Workforce Housing Action Plan](#), which analyzed opportunities for equitable TOD around rail stations, and the 2008 [Choosing Where We Live: Attracting Residents to Transit-Oriented Neighborhoods](#) study.

EXHIBIT C - DRAFT

Applicant: Metropolitan Transportation Commission

One Bay Area Grant	<ul style="list-style-type: none"> • 100% of Bay Area jurisdictions adopted state-certified 2015-22 Housing Elements. • More than \$1 billion of discretionary transportation funding expended in Priority Development Areas. 	Infrastructure constraints; Compliance with state housing laws removing barriers to affordable housing.	2013-Current
TOAH Fund	<ul style="list-style-type: none"> • Production of 1,984 affordable homes. • \$10 million investment leveraged with \$40 million in private capital. 	Availability of financing and subsidies for affordable housing.	2012-Current
Bay Area Preservation Pilot	<ul style="list-style-type: none"> • Preservation of 200 previously unrestricted affordable homes supported by fund. • \$10 million investment leveraged with \$39 million in private capital. 	Availability of financing and subsidies for affordable housing; Capacity of local affordable housing developers and managers.	2018-Current

Recent Regional Efforts to identify, address, mitigate, or remove barriers to affordable housing production and preservation

Although the Bay Area’s regional approach to removing barriers to affordable housing preservation and production is sometimes held up as a best practice, the potential impact of these programs is limited relative to the scale of the challenge. Despite the regional initiatives described above, the Bay Area’s production of housing affordable to lower-income households has remained well below 50% of regional need during the current (2015-2023) RHNA cycle.

To identify solutions at a scale commensurate with this challenge, in 2018 MTC convened CASA—the Committee to House the Bay Area. The effort brought together leaders from the public, private and non-profit sectors to establish a 10-point “CASA Compact.” The Compact introduced and garnered widespread support for the “**3 Ps**” framework for housing—Protection of current residents from displacement, Preservation of existing housing affordable to lower-income residents, and Production of new affordable housing—that has helped shape subsequent housing discourse and planning in the region. Tangible outcomes included the adoption of a suite of legislation by the California state legislature to expand renter protections, overcome obstacles to housing production, and establish the Bay Area Housing Finance Authority (BAHFA)—an MTC-affiliated entity capable of addressing the region’s challenges at scale.

These efforts informed the more comprehensive approach to housing taken in Plan Bay Area 2050, the region’s current Sustainable Communities Strategy and Regional Transportation Plan. Adopted jointly by MTC and ABAG, Plan Bay Area fulfills a state requirement that each metropolitan area complete an integrated land use and transportation plan (SCS/RTP) that demonstrates the ability to significantly reduce greenhouse gas emissions and meet a projected 30-year housing need at all income levels. In contrast to previous iterations of the SCS/RTP, Plan Bay Area 2050 introduces explicit, actionable, and ambitious housing strategies. These strategies are reflected in the Plan’s growth pattern, which prioritizes areas for future housing based upon

not only access to transit (similar to previous plans), but also resilience to natural hazards, and access to opportunity. In contrast to the previous two regional plans, both of which were projected to result in increased rent burdens for low- and middle-income households, Plan Bay Area 2050 was projected to *reduce* the share of low-income households' income spent on housing by more than half, bringing costs below 1/3 for households at all income levels.² The key to achieving this outcome was combining regulatory relief with tenant protection policies, land value strategies targeting aging commercial and public land, and expanded investments in preserving and producing affordable housing—an outcome that is contingent upon expanded regional, state, and federal funding.

Plan Bay Area 2050's suite of strategies and growth framework also shaped the 2023-2031 RHNA, which was adopted by ABAG less than a year after the Plan. As required by state law, the Plan and RHNA are consistent, resulting in an approach to allocating the Bay Area's 8-year housing need that assigns a significantly higher share of low-income housing to well-resourced cities than previous iterations of RHNA. Recent state reforms have significantly strengthened the level of analysis and policy change required in local Housing Elements—meaning that the shift toward housing equity in Plan Bay Area that is reflected in RHNA is much more likely to result in local policy change today than it would have in the past. Because making Plan Bay Area a reality requires collaboration with multiple levels of government, developers, and community members, the Plan is augmented by a set of implementation actions.³ Each action is assigned a timeline and implementation vehicle—with three significant initiatives augmenting the scope of regional housing planning, investment and thought leadership:

- **Regional Housing Technical Assistance Program.** This program supports jurisdictions to establish locally tailored policies and plans that implement the “3 Ps” approach and implement recent state housing reforms. The first phase of this program provided hands-on technical assistance to all 109 of the Bay Area's local governments to develop Housing Elements that evaluate current and future housing needs for each jurisdiction, identify realistic and suitable sites for new housing to accommodate at least the number of new homes at all income levels assigned to the jurisdiction in the 2023-2031 RHNA, and commit to a suite of policies and programs that will remove barriers to new housing and promote housing choice for all residents. Importantly, the current Housing Element cycle includes a robust new requirement to Affirmatively Further Fair Housing based on the unique needs of protected classes in each jurisdiction.
- **Transit-Oriented Communities Policy.** As described in Exhibit D, this policy replaces and expands the 2005 TOD policy by incentivizing local governments towards a broader range of land use and policy reforms that support a more holistic, housing-supportive regulatory environment near transit stations. In addition to a broader policy scope, the geographic area covered by the TOC policy is greatly expanded to encompass all areas within ½ mile of existing or planned fixed-guideway transit stations. Compliance with the TOC Policy will be tied not only to transit investments, but also to additional sources of

² *Plan Bay Area 2050*, 2023, MTC/ABAG

³ *Ibid.*

discretionary regional transportation funding. Full regionwide implementation of this policy, which touches 68 jurisdictions, is expected to dramatically reduce regulatory and process barriers to affordable housing preservation and production.

- **Bay Area Housing Finance Authority (BAHFA).** The most significant change in the Bay Area housing landscape is the introduction of the Bay Area Housing Finance Authority (BAHFA). Authorized by state legislation with active support from MTC and ABAG, BAHFA was formally established in 2020 as the first regional housing finance authority in California. BAHFA's board is comprised of the same members who govern MTC, and by statute it is operated by MTC staff – joining a suite of affiliated regional agencies staffed under one roof. BAHFA's signature authority is to raise new revenues for affordable housing across the “3Ps,” subject to voter approval. BAHFA, along with MTC and ABAG, is actively pursuing a first-of-its-kind \$10-20 billion regional general obligation bond for the November 2024 election. Additionally, BAHFA has launched a set of Pilot Programs to demonstrate the value of coordinated regional action in the housing sphere that has historically been balkanized across 109 local governments. These pilots, several of which are discussed further in Exhibit D, are intended to create proof of concept to establish momentum for the systems change that would be enabled by a successful regional housing measure. The Priority Sites Program, one of BAHFA's pilot programs operated in coordination with MTC and ABAG, is the focus of the proposed Activities that would be funded through this grant.

Subregional and local efforts to address, mitigate, or remove barriers to affordable housing production and preservation in the Bay Area

Regional efforts to address, mitigate and remove barriers to affordable housing and preservation have been matched at the local level in the geographic areas that will be served by the Catalyst Projects proposed as Activity 2 in this application. The first site, which is located in the City of El Cerrito, is one of a set of station properties owned by the Bay Area Rapid Transit Authority (BART) that the agency is transforming into mixed-income, complete communities through its Transit-Oriented Development Program. The second, located in the City of San Jose, is part of a similar program led by the Valley Transportation Authority (VTA), which provides light rail service to Santa Clara County communities in the area commonly known as Silicon Valley.

BART and VTA TOD Programs

BART and VTA launched Transit-Oriented Development (TOD) programs in 1984 and 2005, respectively. At inception, these programs were largely geared towards increasing ridership and providing a revenue stream from ground lease payments to support transit operations. BART and VTA's TOD programs underwent major revisions in 2016 to more directly target the region's affordable housing shortage. BART's policy requires residential development on BART land to include at least 35% on-site affordability, offer significantly discounted ground leases to facilitate affordability, support Plan Bay Area, and incorporate features that create complete communities, expand transportation choice, and address displacement risk. Similarly, VTA's updated policy requires that at least 30% of homes built on its properties be affordable to families earning up to

60% of the Area Median Income; the policy also included discounted ground leases and an initial tranche of predevelopment funding and technical assistance.

Because development projects on BART or VTA land are subject to local review processes, and in some cases face community opposition, both agencies identified key areas of concern and conducted research that identified practical solutions. Concerns regarding parking, for example, are a primary hinderance to public acceptance of TOD projects. With partial funding provided by MTC, BART and VTA conducted parking studies evaluating actual use at station and/or park and ride locations.⁴ The findings from these studies were used to demonstrate to local decision-makers (elected officials and zoning administrators) that parking capacity significantly outstripped demand, and that the underutilized land would have more economic utility if it were developed with mixed-use and housing projects. To address another common source of opposition—the interface between station re-use projects and surrounding neighborhoods—BART and VTA, with financial and technical contributions from MTC/ABAG, established design guidelines that balanced transit-supportive density and an active mix of uses with neighborhood context.

To date, 4,000 homes have been completed or are under construction at BART stations, with another 2,000 units and 1.2 million square feet of commercial and community-serving floorspace in the agency pipeline.⁵ VTA's more recently established TOD program has resulted in 1,200 housing units completed or under construction, with another 1,100 in its pipeline. Among the most promising, highest impact projects in the BART and VTA pipelines are El Cerrito Plaza and Blossom Hill located in the cities of El Cerrito and San Jose City of San Jose, respectively. Accelerating completion of these projects is the intended outcome of the Catalyst Projects in Activity 2 for this grant proposal.

City of El Cerrito and City of San Jose Prohousing Policies

The cities of El Cerrito and San Jose have taken measurable actions to remove barriers to affordable housing preservation and production. In the case of El Cerrito, the suite of zoning reforms, streamlined entitlement processes for housing development, and adopted housing policies has led to a formal designation by the State of California as a “Prohousing jurisdiction”—placing it among only a small handful (5.5% statewide) of California jurisdictions to receive this designation. Moreover, both El Cerrito and San Jose (with financial support from MTC's PDA Planning Program) have adopted place-based plans expanding zoning capacity for thousands of new homes at all income levels near frequent transit stations while also identifying necessary physical and social infrastructure that meet the needs of current and future residents while integrating policies to address displacement risk.

⁴ “[VTA Replacement Parking Study](#)”, MTC, 2012 (completed in support of VTA); “[Access BART Final Report](#),” Bay Area Rapid Transit District, 2006 (funded by MTC and FTA)

⁵ “Summary of Development within BART's TOD Portfolio as of August 2023,” <https://www.bart.gov/about/business/tod>, accessed October 4, 2023.

Specific efforts by the **City of El Cerrito** to remove barriers to preserving and producing affordable housing include the following:

- **San Pablo Avenue Specific Plan** and programmatic Environmental Impact Report (EIR), which was funded by MTC and established a form-based zoning framework for mixed-use, mixed-income and transit-oriented projects coupled with supporting multi-modal infrastructure. The El Cerrito Plaza development included as a Catalytic Projects Activity in this application is located within the specific plan area and thus will benefit from the regulatory and entitlement streamlining resulting from the specific plan.
- **Affordable Housing Strategy.** Also supported by an MTC grant, the city adopted its first Affordable Housing Strategy in 2017. The Strategy identified four policy pillars, with associated strategies, action items and timelines to proactively achieve the City's affordable housing goals, which, in alignment with Plan Bay Area 2050 are to produce, protect, and preserve housing.
- **2023-31 Housing Element.** El Cerrito's Housing Element, which has already been certified by state regulators, includes strategies intended to preserve and increase the production of low- and moderate-income housing fulfills new state requirements to affirmatively further fair housing by addressing disparities in access to opportunity and mitigate patterns of segregation by race/ethnicity and income. Examples of the Element's Prohousing policies include prioritizing its affordable housing trust fund to support the development of low-, very-low and extremely-income units; partnering with developers and other public agencies (e.g. regional MPOs, transit agencies) to promote the development of mixed-income TODs and amenities on underutilized public land; implementing a rent registry, and enacting a seismic retrofit incentive program for soft-story buildings to minimize financial impact on low- and moderate-income residents.

Specific efforts by the **City of San Jose** to remove barriers to preserving and producing affordable housing include the following:

- **Envision San Jose 2040 and Urban Village Plans.** First adopted in 2011 and most recently amended in 2023, San Jose's General Plan was instrumental in overcoming a development process that was historically viewed as opaque and tilted in the favor of well-resourced neighborhoods. The General Plan identifies a set of Urban Villages citywide—in both historically disadvantaged and Well-Resourced neighborhoods, including the location of the Blossom Hill catalyst project—for accommodating job and housing growth. Importantly, this strategy is well aligned with Plan Bay Area 2050; the City's Priority Development Areas generally mirror these Urban Villages and have been the focus of a series of planning grants from MTC resulting in adopted plans (with associated zoning reforms and environmental approvals) with community support.
- **Predevelopment Loan and Project Development Loan Programs.** To overcome perhaps the greatest barrier to affordable housing preservation and production in Silicon Valley (i.e. lack of adequate financing and subsidies), San Jose has issued \$244 million in acquisition, construction, and permanent loans to fund the production of more than 2,500

affordable apartments and issued \$648 million in tax exempt bonds to preserve over 2,100 existing affordable homes in perpetuity.

- **Citywide Design Standards and Guidelines.**⁶ To comply with state legislation intended to establish transparency and shared expectations for the design of future development among community members and developers, the City used a grant from MTC’s PDA Program to complete Citywide Design Standards and Guidelines—which are a default threshold for projects throughout San Jose, broken down by building type. These standards and guidelines increase predictability in the entitlement process and speed approval timelines for proposed new housing projects.

Collectively, the regionally- and locally adopted plans and policies highlighted above establish the foundation to support the launch of the Priority Sites Program, including accelerating the construction of large-scale housing projects that will be supported through the Catalyst Projects Activity. As discussed below, despite the progress to remove barriers to affordable housing resulting from these efforts, acute need for, and persistent barriers to, affordable housing remain.

C.2 Acute Demand for Affordable Housing

This grant proposal would serve the nine county San Francisco Bay Area, with each of its nine counties identified as a Priority Geography on the PRO Housing List of Geographies.

The Bay Area faces a particularly acute demand for affordable housing to households below 100% of the area median income in each county. As of 2023, the median price of a home in the Bay Area is approximately \$1.3 million. This requires an annual salary of about \$335,000 to afford housing payments—between 45% and 62% higher than the median income across each Bay Area County. This has sharp consequences for the future outlook of the region: among Bay Area residents between the age of 25–34 living in the San Francisco and San Jose metropolitan areas, only 23% can afford to own a home.

The 2023-2031 RHNA forecasts the need for over 441,000 new homes to accommodate Bay Area residents’ existing needs and projected growth in the region over the eight-year period – with 180,000 of those designed for lower-income residents. This means that the Bay Area must make up for the shortfall created by historic underproduction while also planning for and meeting remaining future needs.

The Bay Area faces one of the most visible and worsening struggles with homelessness in the nation. At least 36,810 people in the region experienced homelessness in 2022 and as of 2019, 575,000 were at risk of homelessness.⁷ The number of homeless Bay Area residents increased by one-third between 2018 and 2022 – including double-digit increases in nearly every county.

⁶ “San Jose Citywide Design Standards & Guidelines,” 2022, City of San Jose; <https://www.sanjoseca.gov/home/showpublisheddocument/69148/638058310868170000>, accessed October 1, 2023.

⁷ 2. Risk of homelessness data calculated by 2019 Turner Center report, “On the Edge of Homelessness” commissioned by All Home.

While the need for affordable housing is felt broadly across most segments of the region’s population, the challenge is disproportionately acute for members of protected classes, including people of color, female-headed households, families with children, and people with disabilities.

C.3 Remaining Key Barriers to Affordable Housing Preservation and Production

Despite the progress highlighted above, multiple barriers to producing and preserving affordable housing persist across the Bay Area. These include:

- **Availability of financing and subsidies for affordable housing.** Even affordable housing proposals that benefit from expedited entitlement and enjoy community support face increasingly steep obstacles to securing the “capital stack” necessary to break ground. The primary sources for affordable housing subsidy—4% and 9% tax credits—are oversubscribed in California, with less than half of Bay Area tax credit applications between 2020 and 2023 receiving an allocation.⁸ A review of 2022 regional affordable housing pipeline data indicates that at least 25,000 permitted affordable units remain stuck in limbo between entitlement and full financing, with a total subsidy gap of \$33.2 billion.⁹ The availability of local subsidies—increasingly critical to securing LIHTC and other external financing—varies significantly across the region and, even when available, are rarely substantial enough to meet a project’s funding gap. This obstacle impacts not only affordable housing production, but also preservation—where even fewer reliable sources of subsidy exist.
- **Availability and cost of land suitable for housing.** Land in the Bay Area is very expensive and sites well-suited for development are often pursued by investors worldwide. This obstacle is exacerbated by the lack of available financing and subsidies for affordable housing, further advantaging investors and private equity firms able to make cash purchases. In addition, the long process often required to build housing makes the “holding costs” of land acquired for an affordable project too great for all but the largest non-profit developers to bear. For Tax Credit applications over the past three years in California that involved land acquisition, this line item accounted for 10% of the average project cost, significantly impacting feasibility.¹⁰
- **Infrastructure Constraints.** Although most potential locations for housing in the Bay Area are served by existing utilities, this infrastructure is often near or past the end of its useful life or requires additional capacity to accommodate new development. Larger scale mixed-income, mixed-use projects with the greatest equity, affordability, and climate benefits often require reconfiguring existing sites (e.g. expansive parking lots or single use office parks) to create the fine-grained urban fabric necessary for enhanced mobility options and vibrant community life. Adding to this, the investor-owned utility responsible for supplying many parts of the Bay Area with energy, Pacific Gas & Electric (PG&E), is

⁸ Review of all California Tax Credit Allocation Committee Applications, 2020-2023, filtered for nine-county Bay Area.

⁹ Bay Area Housing Finance Authority, Enterprise Communities Partners, 2022 Bay Area Affordable Housing Pipeline.

¹⁰ Review of all California Tax Credit Allocation Committee Applications, 2020-2023.

widely viewed as a constraint to development, and in numerous cases has refused to deliver electricity to new development projects.¹¹

- **Longstanding Local Policy Barriers.** Although many Bay Area communities have embraced land use reform, some remain resistant. Remaining barriers include:
 - o **Zoning and land use controls.** The relatively low densities permitted in the zoning codes of many Bay Area jurisdictions is a tremendous barrier to producing affordable housing, and has been shown to contribute to higher overall home prices, greater housing price burdens for low- income households, and limited feasibility for market rate and affordable development alike.
 - o **Prohibitive building codes.** Rather than embracing practices such as modular construction with the potential to stem rising construction costs, some Bay Area cities have created onerous requirements that limit the adoption of these advances while also adding time and cost to traditional projects.
 - o **Procedural delays.** Procedural delays are also commonplace across the region and can hinder affordable housing projects that under state law should receive accelerated approval. An analysis of the development review process in a sample of Bay Area cities found that some jurisdictions' entitlement process dramatically slow housing approvals. For example, between 2018-2022, the time from submission to entitlement for the average residential development in in El Cerrito was 57 days compared to 558 in San Francisco.¹²
- **Community opposition.** At the core of many of the longstanding local policy barriers listed above is community opposition. Anecdotal accounts from local staff suggest that opposition continues to grow in some communities, especially to affordable housing and projects that utilize streamlining provisions recently established by state law.
- **Rising development costs.** The projected per unit total development cost of the average Bay Area affordable housing project applying for Tax Credits increased 35% overall and 14% when adjusted for inflation between 2018 and 2022.¹³ This increase is driven primarily by rising construction costs, increased interest rates, labor shortages, lengthy entitlement processes, and turmoil in the real estate capital markets.
- **Local staff capacity.** With notable exceptions, Bay Area local governments lack the staff capacity, technical expertise, or both, to efficiently take on complex large-scale development projects. The dissolution of California's redevelopment agencies in 2012 has diminished the planning field's overall familiarity with the details of the development process, particularly with affordable housing and infrastructure finance.

¹¹ "Big holdup for new Northern California housing? PG&E" San Francisco Chronicle, March 10, 2023.

¹² Annual Progress Reports – Data Dashboard and Downloads, California Department of Housing and Community Development, <https://www.hcd.ca.gov/planning-and-community-development/housing-open-data-tools/housing-element-implementation-and-apr-dashboard>, accessed October 4, 2023.

¹³ Review of all California Tax Credit Allocation Committee Applications, 2018-2022, filtered for nine-county Bay Area.

EXHIBIT D: SOUNDNESS OF APPROACH

Applicant: Metropolitan Transportation Commission

DRAFT

D.1. Vision: Proposed Activities

Summary & Alignment with Existing Regional Plans and Policies

PRO Housing funds will position MTC to implement Plan Bay Area 2050 by supporting the launch of a new “Priority Sites Program” to catalyze equitable transit-oriented communities at regionally significant sites throughout the Bay Area. Ultimately, the Priority Sites Program could leverage existing and anticipated future funding to unlock as many as 300,000 new homes across the region, with PRO Housing funds providing technical assistance to advance predevelopment activities on an initial set of sites anticipated to result in 5,000-10,000 homes in addition to capital investment in housing-supportive infrastructure that will accelerate near-term delivery of two catalytic mixed-use, mixed income housing projects that will create 1,000 new homes.

The aim of the Priority Sites Program is to create the enabling conditions and to close funding gaps to deliver mixed-income and affordable housing on sites with frequent public transit and access to essential services. A “priority site” could be a declining mall, a transit station parking lot or unused school district land. With thoughtful planning and targeted investment, these sites can become centers of the community that will house longtime residents while also welcoming new ones, at the same time increasing access to opportunity for all by connecting residents to important local and regional jobs and services.

Building on insight gained from two years of deep engagement with local staff, community-based organizations, developers, and other key stakeholders, the Program was formally introduced in Spring 2023 through the adoption of site eligibility criteria and approval of an initial tranche of roughly \$30 million in funding to support the program by MTC, ABAG, and BAHFA. During the application period that followed, the region’s local governments and developer partners nominated more than 200 eligible sites. Once approved by ABAG and MTC in November 2023, these sites will be able to access the nearly \$30 million in funding, which this grant will leverage to amplify the impact of the program.

This effort is an important step toward two of Plan Bay Area’s highest impact Housing Strategies—*Transform Aging Malls and Office Parks into Neighborhoods* and *Accelerate the Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services*. These strategies resulted in a projected increase of 330,000 homes in the next 30 years. By leveraging the increased land value created by rezoning low-density malls and office parks, as well as the ability to offer heavily discounted long-term leases on public land, the strategies were critical to deliver the deed-restricted affordable homes needed to dramatically reduce the housing cost burden on low- and moderate-income households in Plan Bay Area 2050. The full integration of these sites into the next RTP/SCS (known as Plan Bay Area 2050+), will strengthen the connection between these locally supported sites and the development pattern and transit network embodied in the Plan and its associated funding.

The Priority Sites Program complements and will reinforce implementation of MTC’s [Transit Oriented Communities \(TOC\) Policy](#), adopted in September 2022 and another key element of Plan Bay Area 2050. MTC’s TOC Policy closely aligns with the goals of the PRO Housing program by leveraging a *regional* analysis to encourage *local* removal of barriers to housing

(especially affordable housing) across 68 jurisdictions through an innovative connection between transportation funding and the regulatory environment for housing. Specifically, the TOC Policy establishes a set of regional pro-housing standards and land use reforms related to, among other things, housing density/zoning, affordable housing policies, and parking requirements. MTC incentivizes local governments to meet the regional standards by conditioning and/or prioritizing certain regional discretionary transportation funds on local jurisdictions' compliance with the TOC Policy. Importantly, the TOC Policy advances AFFH by holistically promoting the "3Ps" of housing. To comply with the TOC Policy, local governments must adopt at least six policies from a menu of evidence-based protection, preservation, and production strategies; establishing a policy framework that can lead to investment without displacement and increased access to areas of opportunity.

To qualify as a Priority Site, a location must generally be located within a Plan Bay Area 2050 Growth Geography – defined to include high resource areas and all designated TOC areas. Given this geographic scope, the Priority Sites Program is tailored to both expand access to affordable housing opportunities in well-resourced areas and also to locate affordable housing near transit in a way that improves access to services and opportunity while reducing GHGs.

The launch of the Priority Sites Program (Activity 1 below) represents an innovative and collaborative approach to connect regional planning with ground-level local implementation. By focusing on specific sites that align with Plan Bay Area 2050's interlocking set of affordability, equity, and climate goals, the Priority Sites Program seeks to elevate the most promising regulatory and development approaches that can deliver co-benefits for new and existing residents. The Catalytic Projects (Activity 2 below) will demonstrate "what success looks like," serving as replicable models of "investment without displacement" while also creating the momentum necessary to position the more than 200 Priority Sites recently nominated by local governments to build a case for additional future resources that can enact the transformative change necessary to address the region's chronic housing challenges.

Specifically, the \$10 million PRO Housing Grant will fund the following activities, which are also described in greater detail throughout this application:

1. **Priority Sites Program Launch and Technical Assistance:** Initial launch of the Program, regionwide technical assistance to remove shared barriers to advancing sites, and targeted site-specific technical assistance.
2. **Priority Sites Catalyst Projects:** Close funding gaps for housing-supportive infrastructure to unlock two catalyst "Priority Sites Program" mixed-use, mixed-income projects that will together create 1,000 new homes. Projects will serve as exemplars for the Bay Area and demonstrate innovations that will be replicable for future projects.

Grant funding will leverage almost \$37 million in committed MTC and partner funds.

These proposed activities have been shaped by lessons learned from similar previous efforts, including those described in Exhibit C:

- **Deliver solutions at the scale of the challenge.** The programs to remove barriers to affordable housing highlighted in Exhibit C have delivered measurable outcomes but

have been dwarfed by the scale of the challenge. Although this grant funding alone will not enable the scale required for systems change, when combined with the leverage shown in Exhibit F and the complementary efforts highlighted below, it will enable a “step change” toward the scale necessary to do so. Specifically, by creating a track record that will bolster efforts for a \$10-\$20 billion regional housing bond in 2024, the Priority Sites Program is a key ingredient to capitalize BAHFA into a game-changing regional housing finance authority that can match the scale of the Bay Area’s housing challenges.

- **Create a “proof of concept” to accelerate implementation.** During the course of the programs described in Exhibit C, local government decision-makers have been swayed by built examples that they can visit, not just imagine. To accelerate change, long-term actions that remove barriers to entitling projects at scale must be accompanied by resources to complete projects that people can “see and touch,” such as Activity 2’s Catalyst Projects.
- **Build on long-term partnerships and multi-year public engagement.** Prior grants intended to operate stand-alone efforts not clearly tied to existing programs or policies have generally not yielded the intended outcomes. In contrast, grant funding that has been used to expand the impact of initiatives with existing support from decision-makers and the ability to swiftly implement policies with broad public support have resulted in tangible benefits. The intention of this proposal is to accelerate the delivery and impact of a program that emerged from the Plan Bay Area 2050 implementation plan and has been shaped by several years of MTC and ABAG meetings and deep, ongoing engagement with stakeholders and the public since the plan’s adoption.

Activity 1: Priority Sites Program

Activity 1 would support the initial launch of the Priority Sites Program, provide regionwide technical assistance to remove shared barriers to advancing sites, and offer targeted site-specific technical assistance:

- **Program Launch** will enable adequate staff support to successfully stand up and operate the first phase of the Priority Sites Program, leveraging available state and MTC resources. MTC has committed to seek permanent funding for the program and anticipates the ability to do so with early success supported through this grant.
- **Regionwide Technical Assistance** will include guidance documents and template policies and programs drawn from best practices region- and nationwide. Specific details of these resources will be refined, but are preliminarily anticipated to include datasets that can be utilized to guide preliminary site analysis and market assessments; checklists for assessing, prioritizing, and advancing the reuse of publicly owned sites; template RFQs for developer partners; and template development agreements. The objective of regionwide technical assistance will be to support all the anticipated 200+ adopted Priority Sites, tailoring resources to the shared needs of projects at various points along the development pipeline.
- **Site-Specific Technical Assistance** is anticipated to remove barriers and identify opportunities for affordable and mixed-income housing on 5-10 Priority Sites throughout

the region. Staff anticipate soliciting Letters of Interest from local jurisdictions and landowners, followed by a more detailed application and selection process. Services are expected to be delivered by a consultant bench assembled in response to the technical assistance needs identified by Priority Site nominees. Specific types of assistance may include Environmental Site Assessments; conceptual design, or “site fit,” analyses; community engagement; and developer solicitation and selection through a RFQ process.

Funding for Activity 1 will also support administration of this overall grant, including Activity 2. Activity 1 will reward jurisdictions that have already taken significant steps to reduce barriers to affordable housing (such as El Cerrito and San Jose for Activity 2), while simultaneously incentivizing other jurisdictions to remove barriers to be competitive for currently available and potential future funding.

Activity 2: Catalyst Projects

The second proposed activity funds housing-supportive infrastructure projects for two mixed-income transit-oriented developments that are expected to deliver more than 1,000 new homes as well as community gathering spaces, local services, and significant improvements to pedestrian and bicycle connections between a rail station and surrounding neighborhood. Both projects are on Priority Sites jointly nominated by a developer team and local jurisdiction. These sites are part of the BART and VTA real estate portfolios—both described in greater detail in the previous section of this proposal.

MTC, BART and VTA have a two-decade track record of collaboration to support transit-oriented communities. Since the development of the MTC TOD Policy in 2005, the three agencies have pursued shared analysis, policy development, and funding of initiatives that overcome obstacles to equitable TOD. As described in Exhibit C, a significant share of the work that has set the stage for the Catalyst Projects was supported by prior MTC grants and/or produced through a collaborative process involving staff and stakeholders representing the three agencies.

Both projects are also aligned with Plan Bay Area 2050. Both are located in Priority Development Areas, are located in areas subject to MTC’s updated TOC Policy, and are on Priority Sites that will become part of the update to the Bay Area’s next Sustainable Communities Strategy/Regional Transportation Plan, Plan Bay Area 2050+.

Catalyst Project One: El Cerrito Plaza Station Transit-Oriented Development

The El Cerrito Plaza BART Transit Oriented Development is a master plan that will transform approximately 8 acres of existing surface parking lots on BART-owned land into 743 homes with 47% of units affordable to households earning between 30-80% AMI, a potential 20,000 square-foot public library, transit station access improvements, and enhancements to adjacent public open space.

The development includes several public infrastructure improvements that support a mode shift from personal automobile to walking, biking, and bus access, ultimately freeing up land for the construction of new housing by reducing the amount of parking needed on-site from 700 spaces

to 150 spaces. This new infrastructure will include a bike station, dedicated busway, relocated bicycle and pedestrian pathway, landscaped plaza, station lighting, and new reduced-scale parking garage.

HUD PRO Housing funds are being requested for two of these major infrastructure improvements that will unlock subsequent phases of housing construction: Fairmount Plaza and the Ohlone Greenway. Fairmount Plaza is a new 0.5 acre landscaped open space providing improved pedestrian connectivity between the BART station and the existing El Cerrito Plaza commercial shopping center. The new plaza will integrate both a new community gathering space outside of the potential future public library while at its edge encouraging traffic calming along Fairmount Ave. The Ohlone Greenway is an existing 4.5-mile recreational multi-use path that connects communities between Alameda and Contra Costa counties. The Ohlone Greenway enhancements will improve pedestrian and bicycle connectivity to and from the El Cerrito Plaza BART Station transit hub and augment reliable multi-modal transportation options, such as regional heavy rail and local bus routes, with safe first- and last-mile networks to further reduce reliance of single-occupancy automobile use and in turn, greenhouse gas emissions. Its proposed relocation will realign its current configuration to abut the BART station entrance improving station access and long-term ridership, enabling the transformation of the surface parking lots into a mixed-use, vibrant, and safe transit-oriented community.

Catalyst Project Two: Blossom Hill Station Transit-Oriented Development

The Blossom Hill Station Transit-Oriented Development is a mixed-use, mixed-income housing project located on a 5.39-acre site owned by VTA adjacent to a light rail station with service to the employment centers of Downtown San Jose, North San Jose, and Mountain View. The development will replace an existing surface parking lot with two multifamily residential buildings – one with 89 deed-restricted affordable housing units and another with 239 market-rate residential units and 13,590 square feet of commercial space. The development will also include construction of a new trail directly adjacent to the project site, creating an accessible path of travel connecting neighborhoods north of the light rail and highway overpass to those south of it.

HUD PRO Housing grant funds are being requested for required infrastructure improvements that will accelerate commencement of construction for the 89-unit affordable housing development. The residential development requires substantial on- and off-site improvements, including the redesign of a major signalized intersection to accommodate the undergrounding of powerlines, bus and vehicle traffic that is expected to enter/exit the site, and protected bicycle lanes and crosswalks to enhance safety and walkability while reducing greenhouse gas emissions in the neighborhood. While financing for these infrastructure costs was originally anticipated from the same private financing that would fund the project's market-rate building, the lack of capital available to fund multi-family projects and the rise in interest rates has made this financially infeasible.

EAH Housing's 89 affordable units cannot start construction until the necessary traffic interchange and utility/grading infrastructure is complete, and as a result, HUD PRO Housing funds are requested for:

- Demolition of the existing parking lot improvements
- Rough and fine grading of the pad for the 89-unit building
- Construction of a new private driveway, with signalized intersection, serving as an access road from the public street to the 89-unit building
- New signalized intersection, including bus boarding island, video-detection system, signalized crosswalks with refuge island.
- Caltrans review fees, Caltrans and City of San Jose encroachment permits, and public works fees due at time of permit issuance for work in the public right-of-way
- New 10' sidewalk with an accessible bus boarding island and protected bicycle lanes on Blossom Hill Rd.

Barriers Addressed by Proposed Activities

Together, Activities 1 and 2 will address the barriers to housing preservation and production identified in Exhibit C as follows:

- **Availability of financing and subsidies for affordable housing.** Ultimately, as noted above, the Priority Sites Program and the two Catalytic Projects will serve as a demonstration of BAHFA's regional value-add to build the case for a \$10-\$20 billion regional housing bond in November 2024, which would finance between 35,000 and 81,000 new and preserved affordable homes. The roughly \$9 million in grant funding for the Catalytic Projects will clear a key obstacle to acquiring the additional financing required for each project. It will enable each developer to assemble the additional subsidies required to fully finance the housing components of their projects by funding housing-supportive infrastructure, for which few reliable subsidies are available, while also demonstrating project "readiness" needed to make the project competitive for financing—an obstacle that has increased with limited state funding and the expiration of local housing bonds.
- **Availability and cost of land suitable for housing.** Given the Priority Sites Program's focus on publicly owned parcels, the vast majority of the 200+ nominated Priority Sites are expected to benefit from reduced or eliminated costs associated with competing for, and acquiring, land. As noted in Exhibit C, this alone will typically reduce project costs by 10% which can tip a project in the direction of feasibility. Both Catalyst Projects will take place on public land and benefit from this cost reduction.
- **Infrastructure Constraints:** Funding for both Catalyst projects will enable the completion of the infrastructure necessary for the construction of affordable housing. In addition, the El Cerrito Plaza project will provide a model for pro-active coordination with utilities by carrying out a Program identified in the City's adopted Housing Element to secure adequate service from Pacific Gas & Electric (PG&E)—which provides energy transmission—and East Bay Municipal Utilities District, which provides water and sewer. As noted in Exhibit C, PG&E has stood in the way of otherwise feasible residential projects regionwide.

- **Longstanding Local Policy Barriers.** The site-specific Technical Assistance for Priority Sites carried out through Activity 1 will prioritize jurisdictions that have taken steps to overcome the longstanding local policy barriers delineated in Exhibit C—chiefly, Zoning and Land Use Controls; Procedural Delays; and Prohibitive Building Codes. This approach will be complemented by resources provided by MTC and ABAG to comply with the TOC Policy through the Regional Housing Technical Assistance program, such as model policies and direct support to local staff from a regional bench of technical experts. Through this support, motivated local jurisdictions will be offered a path toward removing these longstanding local policy barriers and accessing the funding provided through the Priority Sites program and a growing number of regional and state programs contingent upon removing these barriers.
- **Rising development costs.** By itself, the use of public land and funding for infrastructure will significantly mitigate rising development costs for the two Catalyst Projects—a model that can be replicated at other Priority Sites, particularly those with public ownership. The El Cerrito Plaza project will take another step toward stemming cost escalation by utilizing modular construction, which has been shown to reduce costs by 20% or more.¹ Because the modular units will be sourced from FactoryOS in the Bay Area, funding for this project will also help catalyze the Bay Area’s budding modular industry, which will be critical to establishing the California- and American-made pipeline necessary to reduce vulnerability to fluctuations in costs and availability of materials sourced from outside the US.
- **Local Staff Capacity.** Activity 1 will respond to the staff capacity constraints and need for additional technical assistance identified by local government nominees of priority sites. This will complement the support offered to overcome longstanding regulatory barriers and comply with the TOC Policy by empowering local staff, in partnership with community members, to receive and harness the technical expertise necessary to advance

Comparison: Proposed Activities with Identified Obstacles, National Objectives and Eligible Activities

Activity	Identified Barriers Addressed	National Objectives Met	Eligible Grant Activities
1. Priority Sites Program	<i>Through region-wide resources:</i> Zoning and land use controls; Prohibitive building codes; Procedural delay; Community opposition. <i>Through direct TA and project</i>	Benefiting low- and moderate-income persons; Preventing	New incentive programs for affordable housing development; Enable and promote reuse of vacant or underutilized properties; Large-scale technical

¹ [“Building Affordability by Building Affordably: Exploring the Benefits, Barriers, and Breakthroughs Needed to Scale Off-Site Multifamily Construction,”](#) 2017, UC-Berkeley Turner Center for Housing Innovation; [“Strategies to Lower Cost and Speed Housing Construction: A Case Study of San Francisco’s 833 Bryant Street Project,”](#) 2021, UC-Berkeley Turner Center for Housing Innovation

	<i>funding:</i> Availability and cost of land suitable for housing; Infrastructure Constraints; Availability of financing and subsidies for affordable housing; Rising development costs; Staff Capacity	or eliminating slums or blight	assistance which leads to the development of affordable housing
2. Catalyst Projects	<i>Directly through grant-funding:</i> Availability and cost of land suitable for housing; Infrastructure Constraints; Rising development costs. <i>Resulting from removal of infrastructure barrier by grant funding:</i> Availability of financing and subsidies for affordable housing;	Benefiting low- and moderate-income persons; Preventing or eliminating slums or blight	Installing new utilities and/or infrastructure improvements necessary for the development or preservation of affordable housing; Upgrading existing utilities or improvements to increase an area’s overall capacity for new housing; Investing in neighborhood amenities that benefit low-and-moderate income residents

D.2. Geographic Scope

The geographic scope of this proposal is the nine-county San Francisco Bay Area, but the proposed activities are anticipated to provide direct subregional and neighborhood benefits, while also offering benefits that extend beyond the region by contributing to shared learning nationwide by testing out and demonstrating innovation.

This begins at the regional scale, where the Priority Sites program will create a platform for building truly integrated neighborhoods connected by transit that provide public spaces and services needed by surrounding neighborhoods. The more than 200 sites established through the 2023 nomination process represent a cross-section of the region, with multiple sites in all nine Bay Area counties and in both well-resourced, traditionally exclusionary communities, and in underserved communities alike. The program’s design is intended to be complementary and fulfill the dual goals of Affirmatively Furthering Fair Housing by expanding *access* to well-resourced communities and expanding *opportunity* in underserved communities. It will be reinforced by the complementary pilot programs launched by BAHFA alongside Priority Sites, such as the Doorway Housing Portal and the \$15 million Preservation Pilot, which will focus on improving housing security and quality in underserved neighborhoods.

The proposal will create housing units in high-opportunity areas that are affordable to the households facing the most acute housing shortage. According to data from the Opportunity Atlas, both projects are located in Census tracts where the children of low-income parents experience better life outcomes than the typical tract in the county, Bay Area, or California, and rank in the top 20% nationwide on nearly all indicators, with census tract in which the Blossom

Hill project is located ranking in the top 5% for average individual adult income.²

At the local level, the two Catalyst projects will offer another set of place-based benefits. By itself, the El Cerrito Plaza TOD Project will meet more than 50% of the city's 2023-31 Regional Housing Needs Allocation. In San Jose, the Blossom Hill TOD Project will provide a "proof of concept" for creating mixed-use, mixed-income communities in historically single-use neighborhoods with limited economic integration. Both Catalyst Projects will increase access to opportunity while also expanding opportunity in underserved communities. Both sites are categorized by the California Tax Credit Allocation Committee's Opportunity Maps as "Moderate Resource," and are within ½ mile of one or more census tract categorized as "Low Resource" or below or "High Resource" or above. In other words, these sites are currently "seams" between communities with different levels of access to opportunity. Both proposed mixed-income projects will add public spaces, local services, and pedestrian and bicycle improvements to better connect physically and socially disconnected neighborhoods, contributing to integration and improving access to opportunity on-site and for surrounding communities. As a precedent for future development, the projects will also demonstrate the viability of mixed-income communities where residents of a variety of income levels share public spaces and community-serving retail.

D.3. Key Stakeholders and Engagement

This proposal is rooted in engagement by MTC, ABAG, VTA, BART, El Cerrito and San Jose over the past five years. The Priority Sites program, the overall framework for this proposal and whose launch will be funded by Activity 1, was developed in response to ongoing, targeted, and extensive outreach and engagement for Plan Bay Area 2050, including inter- and intra-regional coordination with Bay Area residents, local jurisdictions, stakeholders, community-based organizations, and Tribal Entities. After the adoption of the Plan, staff continued to engage stakeholders involved in the Plan Bay Area 2050 Housing Strategies, and identified additional stakeholders critical to equitable, successful implementation. Specific stakeholder groups identified for deeper engagement included community development corporations, emerging developers serving communities of color, community land trusts, and both market-rate and affordable housing developers. Stakeholders already heavily involved—local staff and advocates for housing justice, non-profit developers, and for-profit developers—continued to be engaged.

Through this engagement process, the initial program concept was refined by, for example, including stronger provisions ensuring that projects receiving Priority Sites pilot funding through BAHFA would meet the needs for persons with disabilities, as well as expanding Priority Sites eligibility criteria to support smaller cities and emerging developers by accommodating clusters of small sites planned for coordinated development as affordable housing.

This regional-scale engagement is complemented by the local engagement leading up to the two Catalyst Projects proposed in Activity 2. Each is an outgrowth of deep, community-scale engagement on initiatives that mirror the regional policy direction of Plan Bay Area 2050 and the Priority Sites program. For the Blossom Hill project, outreach and community engagement began in 2018 and included more than a dozen public meetings, neighborhood community events, and

² <https://www.opportunityatlas.org/>, accessed October 2, 2023.

multi-lingual notices distributed in partnership with local community-based organizations. Feedback on the project concept from affected stakeholders was incorporated at every stage of the project from conception in 2018 to final approval in 2022. The most urgent and consistent feedback was to build a public trail on the site to provide a connection from shopping areas on one side of a major highway to the neighborhood and large regional park other side of the highway, now included as a key feature of the final approved project. Other feedback included ensuring some of the affordable units were large enough for families (2-BR and 3-BR units), which was incorporated into the final approved project.

Prior to identifying El Cerrito Plaza as a high-priority site for its TOD Portfolio, BART conducted an engagement process for community members and riders at both the El Cerrito Plaza station and at adjacent stations. This outreach engaged more than 3,500 participants at in-person and virtual forms of engagement. BART then worked with community members, the selected developer team, and the City of El Cerrito to complete a TOD master plan aligned with an update to the Specific Plan for the station area. Community outreach shaping initial drafts and iterations of the plan included: pop-up open houses at the El Cerrito Plaza BART Station, presentations at community and school district events, meetings with community-based organizations and advocates, and presentations to officials at numerous public meetings.

The El Cerrito Plaza project has changed considerably because of stakeholder feedback, including adding the share of two- and three-bedroom family-sized units from 30% to 50% of the project total, and shifting the distribution of open spaces from a set of privately accessible spaces to a single community plaza open to the public that is both an arrival space for transit riders and community gathering space. Given the lack of green space and community gathering space in the surrounding neighborhood, this became a crucial adjustment for the project team to gain community support.

D.4. Affirmatively Furthering Fair Housing

As reflected in the draft definition of a “balanced approach” in HUD’s Feb. 9, 2023 Notice of Proposed Rulemaking entitled “Affirmatively Furthering Fair Housing,” the definition of AFFH at 24 CFR 5.151 involves expanding access to housing in well-resourced areas of opportunity (“mobility strategies”) and making well-tailored investments in historically marginalized areas to transform them into areas of greater opportunity and to prevent displacement (“place-based strategies”). Given the range of place-types across the 101 cities and 9 counties in the Bay Area, MTC has embraced this “both/and” approach to AFFH and designed the Priority Sites Program flexibly to accommodate projects that advance fair housing in different geographies and circumstances.

Increasing Access to Well-Resourced Areas of Opportunity:

The policy framework established for the Priority Sites Program by Plan Bay Area 2050 and RHNA charted new ground towards AFFH at the regional scale by directing an increased share of growth to high resource areas. As described in Exhibit C, Plan Bay Area 2050 for the first time expanded designated “growth geographies” to include “high resources areas,” which are areas identified by the California Department of Housing and Community Development and the

California Tax Credit Allocation Committee as “[high opportunity](#).” Similarly, the Bay Area’s latest RHNA methodology was the first to incorporate a new state mandate to AFFH; it does so by heavily weighting “Access to Opportunity” to distribute the region’s lower-income housing targets (accounting for 70% of this portion of the methodology). Additionally, the RHNA methodology applied an “equity adjustment” to ensure that racially concentrated areas of affluence received a fair share of lower-income housing.

The Priority Sites Program converts the AFFH strategies in Plan Bay Area 2050 and RHNA into programmatic requirements that are designed to lead to neighborhood and project-level results. The eligibility criteria for Priority Sites incorporate Plan Bay Area’s Growth Geographies and specifically include high resource areas. The eligibility criteria also incorporate RHNA goals by requiring sites to be at sufficient scale to make a meaningful impact towards a jurisdiction’s affordable housing targets, which, given the increased RHNA numbers in areas of opportunity, is expected to produce a larger share of affordable housing in well-resourced communities.

Our proposal recognizes that even if affordable housing is built in well-resourced areas, there are many barriers for members of protected classes to access that housing. Searching for affordable housing is a formidable challenge; applications are often complex, paper-based, and different for each property. These barriers in the application process disproportionately impact members of protected classes, such as people with disabilities, families with children, and racial minorities. Through the unique institutional partnership with our affiliate agency, BAHFA, the proposal will remove these barriers by requiring funded affordable housing projects to list their units on the [Doorway Housing Portal](#). Doorway was launched earlier this year to make it easier for Bay Area renters – regardless of race, income and ability – to access affordable housing by centralizing affordable housing listings onto a single, simple-to-use online platform. A planned update will unveil a common application, which will allow applicants to complete an online application in less than 10 minutes from their phone. The Doorway Housing Portal, which was developed with the support of Google.org, is an innovative solution that expands San Francisco’s successful DAHLIA portal into a regional-scale, open-source technology for the first time. It is a key part of overcoming the unique barriers faced by members of protected classes to access new affordable homes in well-resourced areas, with the goal of thereby supporting the goal of desegregation. Listing units supported by the proposal on the Doorway Housing Portal supplements the affirmative marketing efforts anticipated by the development teams of the two Catalytic Projects described below.

Investing in Historically Disinvested Areas and Protected Against Displacement

The Priority Sites Program also operationalizes the place-based strategies in Plan Bay Area 2050 for areas where these are primary fair housing issues. Many of the region’s “Equity Priority Communities” (described in more detail in Exhibit E) are located around the transit lines in the urban core and thus are eligible for designation as Priority Sites – ensuring that these areas that have suffered historic disinvestment do “lose out” on funding available through the program. The Priority Sites eligibility criteria enables investment in such sites for other community assets (e.g., childcare, library, small-business or nonprofit office space) – creating a “community anchor” category that pairs housing development with community-serving facilities.

When overlaid with MTC’s TOC Policy as described above and in Exhibit C, the Priority Sites Program offers a template for enabling investment without displacement. With many of the region’s Equity Priority Communities and areas at greatest risk of displacement located proximate transit lines, they are also subject to the TOC Policy’s requirement to adopt a suite of evidence-based housing policies, including at least two preservation and two anti-displacement policies. By weaving place-based policy reform into a holistic investment strategy, the Priority Sites Program and TOC Policy reduce the risk of displacement caused by investments from the Program.

At the project level, we have strengthened the Program’s place-based approach by requiring strong anti-displacement provisions in loan documents used by the leveraged REAP 2.0 funds for the initial Priority Sites Pilot, as memorialized in a draft Term Sheet approved by the BAHFA Board in March 2023. Specifically, no Priority Sites investments can cause permanent direct displacement and there are safeguards for any necessary temporary displacement – include a 12-month limit on the period of temporary relocation, a requirement for the developer to provide decent, safe, and sanitary housing of similar size within the vicinity, and payment of moving and other relocation expenses. The loan documents will enable enforcement of these provisions through regular compliance monitoring and reporting.

Additional Fair Housing and Equity Considerations

- *“Both/And” Approach to Investment Decisions* – Reflecting the flexible design of the Program, the 200+ potential Priority Sites submitted during the first round of nominations contain a mix of sites in well-resourced areas of opportunity and racially concentrated areas of poverty facing historic disinvestment. This pool of sites will enable MTC to tailor investments and resources depending on these contexts, advancing AFFH’s dual mobility and place-based goals.
- *Eliminating Barriers for People with Disabilities* – Recognizing the barriers faced by people with disabilities to live dignified lives in homes not designed to accommodate their circumstances, the draft Term Sheet for the initial Priority Sites Pilot noted above includes a requirement that all housing developments include mobility features for at least 15% of the units, and communications features for at least 10% of the units. Furthermore, developers will be required to prioritize accessible units for residents who need them.

Catalyst Projects

As described above in Section D.2 (Geographic Scope), the Catalyst Projects in Activity 2 both expand *access* to well-resourced communities and expand *opportunity* in underserved communities. Additionally, the homes resulting from the Catalyst Projects will be constructed on currently underutilized parking lots, meaning there will be no direct displacement of residents or businesses. With respect to indirect displacement risk, because both of station areas are subject to the Transit Oriented Communities Policy, El Cerrito and San Jose will be required to demonstrate at least two Preservation and two Preservation policies from a menu of evidence-based approaches that collectively have been shown to stem displacement risk and unfair housing practices, as described elsewhere in this application.

Advancing Racial Equity per Executive Order 13985

The proposed grant activities are fully aligned with Executive Order 13985 and with applicable fair housing and civil rights laws. The activities were shaped by analyses conducted at the regional and local level of the racial composition of households and residents, including racial disparities related to housing needs and barriers to meeting those needs, such as historically exclusionary practices, housing discrimination cases, and the relative concentration of affluent and low-income households of different races and ethnicities within and across local jurisdictions. These findings, conducted regionally by ABAG as part of the Regional Housing Technical Assistance program, were distilled into data packets for each Bay Area city to support completion of its Housing Element which, consistent with California law, is required to affirmatively further fair housing. Additionally, the grant activities were informed by regional fair housing report produced by ABAG in 2020 to document the results of a fair housing survey of local government staff and a comprehensive review of the Analysis of Impediments (AI) and Assessment of Fair Housing (AFH) in Consolidated Plans covering the 41 Bay Area jurisdictions that participate in the process. Some of the key barriers and steps the proposal takes to address them, described elsewhere in this application in detail, are summarized below:

Fair Housing Barriers	Steps to Prevent, Reduce, or Eliminate Barriers
Lack of sufficient affordable housing	The Priority Sites Pilot identifies new sites for housing, incentivizes jurisdictions and developers to build affordable housing, and provides funding for predevelopment and construction activities. The geographic eligibility criteria are shaped by regional plans that increase the share of lower-income housing in well-resourced areas.
Displacement and Gentrification	In combination with MTC’s TOC Policy, the Priority Sites Pilot combines funding with policy reform requirements for tenant protections and affordable housing preservation. The Priority Sites eligibility criteria accommodate the need for affordable housing and community assets in historically disinvested areas.
Zoning Practices and Lengthy Entitlement Processes	In combination with MTC’s TOC Policy, the Priority Sites Pilot combines funding with zoning, policy, and process reform requirements to increase zoned capacity, utilize value recapture methods to increase affordable housing (e.g., inclusionary housing ordinance, affordable housing linkage fees, etc.), and streamline the entitlement process (e.g., ministerial approval of affordable housing). Additionally, for project-specific investments, the Priority Sites Pilot will require grantees to have secured entitlements or to be eligible for and committed to pursuing existing permit streamlining opportunities.
Accessibility for Specific Populations	Priority Sites that receive pilot funding will be required to list their new affordable units on the Doorway Housing Portal, which reduces administrative barriers that have a disparate impact on members of protected classes. Furthermore, projects that receive pilot funding must meet minimum requirements for mobility and communications

	enhancements and prioritize those units for people with applicable disabilities.
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To ensure success and transparency, MTC and its partners will draw on the recently completed Equity Framework for BAHFA’s Business Plan to assess and evaluate effectiveness of efforts to advance racial equity throughout the grant activities. The Equity Framework, developed in partnership with the University of California at Berkeley’s Othering and Belonging Institute and resulting from a year and a half of intensive community engagement, establishes a clear set of equity objectives and social equity goals. These are paired with corresponding, measurable metrics that identify existing data sources and instances where new original data collection is required. The metrics include reporting information such as the location of new units (e.g., whether in high resource areas or historically marginalized areas), affordability levels of new and preserved housing, and characteristics of residents served by the investments (e.g., race, family size, disability status, etc.). The Equity Framework includes a commitment to regularly report on the metrics associated with the equity objectives.

Affirmative Marketing

The anticipated residential development that will be facilitated by funding from this grant will be marketed throughout both the communities in which the Catalyst Projects are located, but also the broader Bay Area, with affirmative marketing to demographic groups with the greatest need and/or that are least likely to apply for the available homes. The development teams for both projects have experience with and will develop affirmative marketing plans that ensure that the process is fair and provides equal opportunity to all applicants, regardless of race, color, religion, gender, sexual orientation, gender identity or expression, national origin, age, genetic information, disability, or familial status.

EAH's affirmative marketing strategy includes outreach to local stakeholders, government agencies, resident service providers including, but not limited to, the City of San Jose, Santa Clara County, and local and neighboring housing authorities to obtain access to waiting lists of households and families that would be eligible to reside in the affordable housing developments. VTA has a robust Community Outreach division with in-person events, email lists, and partnership agreements with local community centers, libraries, and existing affordable housing projects throughout the County service area, all of which will enhance EAH's efforts and supplement the coordinated system provided by the County of Santa Clara. The philosophy of EAH Housing goes far beyond conventional affordable housing companies, as they develop and manage quality communities where residents thrive mentally, socially, emotionally, spiritually, physically, and financially. EAH Housing is a hub for relationships between owners, residents, and the community. Like the spoke on a wheel, they connect residents with the services of many local professional and community-based organizations, all of which will increase our reach to affirmatively market these 89 homes to residents who may otherwise be unaware of the opportunity. EAH Housing uses its deep community reach in a circular development of community relationships, awareness, and support to nurture a thriving community.

Related California's affirmative marketing strategy for El Cerrito Plaza includes outreach to local stakeholders, government agencies, resident service providers including, but not limited to, the City of El Cerrito, Contra Costa County, and local and neighboring housing authorities to obtain access to waiting lists of households and families that would be eligible to reside in the affordable housing developments. Related will outreach the community-based organizations and others stakeholder groups that have been involved in community engagement efforts for the TOD. In addition, the Developer and Related will partner with Satellite Affordable Housing Associates (SAHA), a local non-profit affordable housing developer and resident services provider based in Berkeley, California (less than 5 miles from the project site), who has established roots with the community and experience in the East Bay region. SAHA's development and resident services teams will support the project goals to broaden marketing to households that may not have access or be familiar with affordable housing.

D.5. Budget and Timeline

The figure below summarizes the budget and schedule for the two proposed activities and key sub-tasks. A more detailed breakdown of project costs and sources of funds can be found in the attached Grant Application Detailed Budget Worksheet (424-CBW).

Budget and Schedule for Proposed Activities

Activity	Budget	HUD PRO Housing Grant	Other Funding Sources*	Start Date	Completion Date
Activity 1: Priority Sites Program					
a. Program Launch	\$2,181,441	\$299,997	\$28,687,035	1/31/2024	6/30/2026
b. Regional and Site-Specific Technical Assistance	\$700,003	\$700,003	\$0	4/1/2024	6/30/2026
Activity 2: Catalyst Projects					
a. El Cerrito Plaza Station TOD Infrastructure	\$15,797,153	\$4,500,000	\$11,297,152	10/1/2025	6/1/2029
b. Blossom Hill Station TOD Infrastructure	\$4,500,000	\$4,500,000	\$0	9/1/2024	9/1/2025
Overall Project	\$49,984,187	\$10,000,000	\$39,984,187	1/1/2024	6/1/2029

*Of the \$39,984,187 in Other Funding Sources anticipated, \$36,605,896 is committed as documented in Exhibit F.

Activity 1: Priority Sites Program

The budget for the Priority Sites Program was derived using the amount of committed state funding and the staffing needed to implement and augment the intended uses of those funds. MTC has allocated almost \$30 million in state funding to launch the Priority Sites Program,

which will provide loans to developers and public agencies for predevelopment activities necessary to advance affordable and mixed-income development on nominated Priority Sites. The program guidelines and term sheet adopted by the BAHFA Board limits loans to \$3-\$5million, which would yield awards to 5-10 initial projects that could be repaid at construction start and revolved to additional projects. With the assistance of MTC's business units, including legal, finance, and contract services, it was determined that two new full-time associate-level staff will be needed to deliver on this loan volume and that their salaries would be paid from the nearly \$30 million award. The \$1 million in HUD PRO Housing grant dollars would augment this work by allowing existing staff to provide these two new staff members project review and loan underwriting support, and by enabling MTC to contract with consultants as needed to provide regional and site-specific technical assistance.

Activity 2: Catalyst Projects

The budget for each of the Catalyst Projects was determined by MTC's developer partners for this grant in close collaboration with project engineers and general contractors. Soft costs, such as construction drawings, were derived from costs incurred on previous projects or from existing contracts with engineers for the Catalyst Projects' proposed activities. General contractors for both projects used data from recent comparable projects, as well as construction and labor requirements of committed and anticipated funding sources, to derive accurate preliminary cost estimates for the hard costs associated with each infrastructure project. The cost estimates also account for contingencies and inflation leading up to construction start to ensure the sources will be sufficient for the scope. All improvements will be reviewed and approved by their respective local jurisdiction's building department as applicable, to ensure industry standards are met.

Minimum Award Amount

An award that is significantly below the requested \$10 million would require a fundamental modification to this proposal. To ensure that this funding will be at a scale that can be rapidly deployed to fill a funding gap, without requiring time-intensive searches for additional funding, even a reduction of \$1 million could limit the utility of the funding to one of the two Catalyst Projects. A reduction of roughly 15%-45% would necessitate funding only one of the Catalyst Projects, while a reduction of 50% or more would render the overall approach ineffective. The minimum funding to carry out the proposal is \$5.5 million to implement Activity 1 (Priority Sites Program launch and operation) and one of the Catalyst Projects in Activity 2. At this level of funding, the programmatic benefits of the Priority Sites Program would remain intact, while the specific benefits of the Catalyst Projects (e.g., number of affordable and market-rate units) would be reduced along with the ability to deliver "proof of concept" across different geographic locations with different development types.

EXHIBIT E: CAPACITY

Applicant: Metropolitan Transportation Commission

DRAFT

Lead Agency

MTC will lead the implementation of the proposed activities alongside the affiliated Bay Area Housing Finance Authority (BAHFA). MTC is the region’s federally-designated Metropolitan Planning Organization and state-designated Regional Transportation Planning Agency. Legislative actions at both the federal and state levels have expanded MTC's roles and funding powers over the years has to address regional issues beyond transportation, including housing and development. Notably, the San Francisco Bay Area Regional Housing Finance Act (California Government Code § 64500, et seq.) created BAHFA as a joint effort of MTC and the Association of Bay Area Governments (ABAG), the San Francisco Bay Area’s Council of Governments (COG). BAHFA’s purpose is to raise, administer and allocate funding, and provide technical assistance at a regional level for tenant protection, affordable housing preservation and new affordable housing production. BAHFA is governed by the same board that governs MTC per Gov. Code sec. 64510(a),(d), 64520(j), and is staffed by MTC employees.

Together, MTC and BAHFA will manage administration of the overall HUD PRO Housing Grant, launch the Priority Sites program, provide regional and site-specific technical assistance to Priority Sites nominees, and administer subgrants to developers for Catalyst Projects on Priority Sites identified by BART and VTA.

Project Management and Internal Control Capacity

Over the course of 50 years, MTC has demonstrated a strong track record of quickly launching and implementing major projects of comparable scale and nature to the proposed activities. As the region’s MPO, MTC directly distributes more than \$1 billion per year to local public transit agencies and other recipients, and prioritizes requests from local agencies for hundreds of millions more in state and federal funds. Acting as the Bay Area Toll Authority, MTC collects approximately \$700 million a year in bridge tolls and allocates these funds for transportation improvements, to service debt on projects already completed, to support transit operations and to maintain and operate the region's seven state-owned toll bridges. These complex and large-scale activities have enabled MTC to hone its project management, procurement and contracting processes, and internal financial and other risk-management controls with a high level of sophistication.

Additionally, every four years, MTC and ABAG develop the region’s long-range plan, Plan Bay Area, which pinpoints policies and investments across transportation, housing, the economy, and the environment that are necessary to achieve a more equitable and resilient future for all Bay Area residents. Each Plan Bay Area update is conducted in consultation with a wide range of partners, including federal, state, regional, county, local and Tribal governments, as well as community organizations, other stakeholders and the public.

MTC’s capacity to implement housing-specific programs was further expanded in 2020-22, when the state budget included a nearly \$24 million grant to ABAG (staffed by MTC) to launch a new Regional Housing Technical Assistance program and a \$20 million appropriation for MTC to underwrite the work of BAHFA. This funding has allowed MTC to hire more than a dozen staff with varied housing-related expertise (finance, policy, program design and implementation,

etc.) and to seed a suite of new pilot programs designed to ease the Bay Area’s housing affordability and homelessness crises. Notably, these housing activities were created from scratch in less than three years and have already garnered significant recognition. For example, the Regional Housing Technical Assistance Program won the Award of Excellence (first place) for public agency programs from the California Chapter of the American Planning Association for its support of the 109 local governments in the Bay Area to implement their RHNA goals by removing barriers to housing in their local Housing Elements.

Major projects have been made possible by MTC’s robust operational infrastructure with almost 400 employees across 17 departments, which the implementation of the proposed activities will benefit from. Departments that will collaborate to carry out the activities funded by the HUD PRO Housing Grant include:

- **Integrated Regional Planning Program (RPP):** Using research, data and the latest geographic information systems and data visualization tools, RPP staff creates plans, policies, technical assistance products, and grant programs to encourage the development of complete communities, the preservation of key natural lands, and access to jobs and housing for all residents and workers.
- **The Bay Area Housing Finance Authority (BAHFA):** The BAHFA team creates diverse tools that can be used by mission-driven organizations and local governments throughout the nine-county Bay Area region to solve the region’s longstanding housing affordability crisis. With its start-up funding from the state, BAHFA staff has designed capital loan and grant programs, technical assistance programs, rental assistance programs, affordable housing application technologies, and research studies, and will be able to expand this work significantly through the passage of a \$10-\$20 General Obligation Bond in the November 2024 election.
- **Legislation & Public Affairs (LPA):** The LPA group works with state and federal lawmakers on policies that impact Bay Area transportation, housing and the environment. LPA also works to ensure that interested Bay Area residents have an opportunity to help shape regional transportation and land use policies. MTC’s robust public engagement program elevates public comments for consideration to the MTC and Association of Bay Area Governments (ABAG) boards and provides the public with timely information via web content, social media and printed materials.
- **Contract Services:** The Contract Services division is responsible for contracting and procurement, oversight of agency policies and procedures, and compliance programs.
- **Finance:** The Finance team handles incoming and outgoing funds. This includes: Payroll for over 300 employees, accounts receivable (including grant reimbursement requests and management of over \$500 million in active grants), and accounts payable (which processes hundreds of vendor invoices each week).
- **The Treasury & Revenue Section (T&R)** oversees cash, investments, debt portfolios and debt financing for MTC and ABAG.

Legal Authority and Leadership Capacity

The proposed activities will be implemented under the joint leadership and oversight of the MTC and BAHFA Boards.

Twenty-one Commissioners are the decision-makers at MTC. They shape policies to guide transportation and development in the Bay Area, and fund projects and programs to turn those policies into reality. The Commissioners also serve as the policy board for several MTC-affiliated agencies, including the Bay Area Housing Finance Authority (BAHFA). The majority of MTC's Commissioners are local elected officials, including city council members, mayors or county supervisors, who wear several hats and serve at the regional level on MTC as an important leadership assignment. The standing committees that perform much of the essential work at MTC are comprised of at least nine Commissioners and forward recommendations to the full Commission in the form of numbered resolutions.

The BAHFA Board, which is comprised of the same members as the MTC Commission, and the ABAG Executive Board share governing responsibilities for BAHFA, with items referred by an 11-member BAHFA Oversight Committee that meets jointly with the ABAG Housing Committee. In addition, a nine-member Advisory Committee, comprised of members with expertise in affordable housing finance, production, preservation and/or tenant protections, provides consultation to BAHFA and the ABAG Executive Board to assist their decision-making.

In July 2022, the California Department of Housing and Community Development (HCD) allocated \$103 million to the Metropolitan Transportation Commission (MTC) for planning and implementation projects at the intersection of climate, housing, and equity through the second round of Regional Early Action Planning Grants (REAP 2.0). Of this allocation, staff proposed the use of \$28 million to launch a Priority Sites Program administered by BAHFA, which the HUD PRO Housing Grant would further support and expand as described throughout this application. MTC approved staff's proposal for the REAP 2.0 formula allocation in November 2022 and approved the transfer of funds to BAHFA for implementation of the Priority Sites Program in March 2023. BAHFA approved the program guidelines and a draft Term Sheet for the Priority Sites Program in March 2023.

Partner Capacity

The proposal includes capital funding to two Catalyst Projects located on Priority Sites – El Cerrito Plaza, owned by BART, and Blossom Hill in San Jose, owned by VTA. MTC and BAHFA will partner with BART, Related California, and Holliday Development for proposed grant activities at El Cerrito Plaza and will partner with VTA, Green Republic Blossom Hill, and EAH Housing for proposed grant activities at Blossom Hill. Letters of Intent to enter formal partnership agreements with BART and VTA, and to subgrant HUD PRO Grant funding to the selected developers on their respective sites are enclosed in this application.

If for any reason one of the Catalyst Projects drops out, MTC will first work with the respective transit agency to identify a suitable replacement site from their existing transit-oriented development portfolios, prioritizing projects that will produce a similar depth and breadth of benefit. If this process fails to identify a suitable replacement site, MTC and BAHFA will

evaluate alternative replacement projects from the pool of 200+ nominated Priority Sites – and would coordinate closely with HUD throughout the process to ensure compliance with the NOFO and other requirements.

Catalyst Project One: El Cerrito Plaza

The capacity to advance the El Cerrito Plaza BART Transit-Oriented Development (TOD) is a multi-agency public-private partnership that includes several public, private and non-profit organizations. The primary government and special district entities include the BART and City of El Cerrito, and the private/non-profit partners including Related California, Holliday Development, and Satellite Affordable Housing Associates (SAHA). Holliday will lead the development efforts of the market-rate project components, and Related will jointly lead the affordable components in partnership with Berkeley-based non-profit, SAHA, as co-developer and resident services provider. Each public and private organization includes a number of team members and consultants assigned to this TOD to maintain progress on the realization of the master plan and facilitate coordination on competitive funding applications, site plan programming and design, financing, entitlements, community engagement, etc.

Over thirty years ago, the San Francisco Bay Area Rapid Transit District (BART) transit-oriented development (TOD) program was established to build BART's ridership base, and to support local economic development efforts. BART owns over 250 acres of developable land at 27 stations in four counties. BART was designed primarily as a park-and-ride system in the 1960s, and as a result, much of this land is currently used for customer parking. Since the early 1990s, BART has worked in partnership with cities and counties to develop BART-owned property with housing, job-generating uses, retail and other activities, fulfilling local needs as well as BART's Board-adopted goals for TOD. BART's TOD program has helped shape a range of communities throughout the Bay Area and has produced over 3,200 residential units, including over 900 in affordable housing developments. BART's TOD program is staffed with a team of 5 project managers and a team supervisor, with one project manager assigned to the El Cerrito Plaza TOD.

For the affordable housing phases, Related California is one of the largest and most prolific developers of affordable and mixed income housing in the state. Related California is a fully integrated real estate firm with a 32-year record of delivering top-quality, mixed-income housing and mixed-use developments throughout California. The company has completed 16,000 residences and currently has more than 6,000 affordable and market rate units in pre-development. Related has consistently developed communities that exceed industry benchmarks in design, construction, sustainability, energy efficiency and property management. As long-term property owners committed to sustainability, affordability, and stewardship, Related strives to form strong public-private partnerships and is committed to excellence by working with quality architects and designers to create cost effective developments that fit seamlessly into the fabric of the existing communities. Related California has offices in Irvine, Los Angeles, and San Francisco, California. SAHA is a local community-based organization and nonprofit affordable housing developer based in Berkeley with a history that dates to the 1960s of serving the San Francisco East Bay community with housing and services. SAHA has developed 56 properties,

totaling more than 2,600 units of permanently affordable housing across seven counties in the Bay Area.

Holliday Development is an Emeryville-based development firm founded in 1989. For more than 30 years, Holliday Development has thoughtfully developed urban infill housing and transit-oriented mixed-use communities throughout the Bay Area that enrich the lives of its residents and the surrounding neighborhoods. The company has produced more than 2,000 units across a range of affordability while serving as a master developer for many more. These projects include significant levels of recent related infrastructure such as pocket parks within the Central Station Master Plan in West Oakland and a pedestrian mews next to Mayfair Station at El Cerrito Del Norte BART. Holliday Development will leverage this extensive experience in partnership with Related and our public partners to carry out the El Cerrito Plaza TOD project.

The City of El Cerrito is also working closely with the development team in support of this project. The City was incorporated in 1917 and has approximately 11,000 housing units comprised of 2/3 single-family and 1/3 multi-family. Through the San Pablo Avenue Specific Plan, the City is focused on creating new affordable housing within the priority development area. As previously noted, the City completed a total of six projects that include 400 new housing units – 81 affordable. The Community Development Department is led by the director, 1 planning manager, 2 planners, 1 housing manager, 1 building official, 2 permit technicians, 3 building inspectors, 1 plan reviewer as well as other administrative staff.

Catalyst Project Two: Blossom Hill

VTA is one of the nation’s largest transit agencies, and its planning and real estate division are amply staffed with experts in land acquisition, certified AICP planners, and real estate development and right of way experts. VTA’s Board, General Manager and all its division chiefs routinely interact with federal agencies and are accustomed to the reporting and oversight requirements that accompany federal grants, especially large grants in the millions (or billions) of dollars. In fact, VTA was one of only 16 transit agencies nationwide to successfully qualify for the [FTA’s Capital Investment Grants New Starts Funding](#) program (“New Starts”) in 2023, which authorizes the agency to request up to \$4.6 Billion total for a major new heavy rail expansion project, just a few miles away from the Blossom Hill site.

VTA is the property owner of the Blossom Hill project, and will continue to be the owner in perpetuity, as disposition of land is not authorized by the Board of Directors. Developing the mixed-income project on a long-term ground lease ensures that VTA’s experienced staff will provide oversight on every dollar spent preparing the property for the housing construction. The Lease Option Agreement, approved by the Board of Directors and signed February 16, 2021, clearly delineates VTA’s authority in overseeing and auditing every activity from building permit to grand opening. Article 9 “Valley Transportation Authority’s Rights and Responsibilities” includes the right to “all relevant records...relating to the Development Project” and the right to “conduct audits of the books and records... of EAH...in order to [ensure] compliance with the Agency’s reporting responsibilities”.

In particular, VTA has created a program and a division specifically devoted to implementing and construction mixed-income housing on its underutilized properties, the Transit Oriented Development program. It is fully staffed and in addition to having [completed several major housing projects](#) on VTA property in the last 20 years, VTA and its partners [began construction on a](#) 134-unit affordable housing project on VTA property in San Jose. The development of Blossom Hill affordable apartments will be similarly managed to completion in a timely manner. VTA's development partners are legal signatories to the Lease Option Agreement, which includes detailed specifications of improvements from sitework to individual interior unit finishes.

VTA's private development partner is Green Republic Blossom Hill, comprised equally of two corporations each with a development specialty - Republic Urban Properties and EAH Housing. Republic Urban Properties will be responsible for the market-rate apartment building on the west side of VTA's property and for the design and construction of the required infrastructure, on-site and off-site improvements that would be funded by the grant. EAH Housing will then be responsible for vertical construction, delivery, and long-term operation of the affordable housing on the west side of the site.

Republic Urban Properties have demonstrated expertise in delivering sustainable, high-quality urban developments that improve the public realm through exceptional public ROW improvements, and that also reduce greenhouse gas emissions by reducing vehicle trips and increasing public transit ridership. Project executives are experienced in both Leadership in Energy and Engineering Design ("LEED") and "Build It Green" technologies. Their experience at delivering urban development projects requiring complicated off-site and infrastructure installations prior to vertical construction are evidenced by their having delivered Meridian at Midtown a 218-unit apartment project in downtown San Jose completed in 2019; Republic Square a hotel and retail complex in Livermore completed in 2022; Millbrae BART Station a 300-unit apartment building with a hotel, office building, and retail developed on a long-term ground lease from BART and completed in 2023; and Sunsweet Mixed Use a 83-unit apartment building with ground-floor retail in Morgan Hill completed in 2020. Under Republic Urban's leadership, the infrastructure work for the Blossom Hill Project will require city building and public works permits; as well as encroachment permits from the state of California (CalTrans) and the Santa Clara Valley Water District for landscaping and trail along Canoas Creek. Republic Urban has deep relationships and experience with these agencies and a successful track record in meeting their strenuous requirements. Green Republic Blossom Hill will complete the sitework expediently and efficiently in order that EAH Housing can commence its vertical construction on a prepared pad that has all utilities installed and all prerequisite off-site improvements completed. Republic Urban is obligated by contract to adhere to stringent Standards of Care and Compliance with Government Regulations, and meeting the Schedule of Performance in the Lease Option Agreement (Article 12 "Scope of Services"; Article 13

“Inspection Work and Construction”; and Article 14 “Completion and Acceptance”) all subject to VTA’s approval and include provision of warranties on applicable work.

EAH is one of California’s most respected non-profit and affordable home builders, who have the capacity to construct and manage thousands of affordable deed-restricted units. EAH Housing has invested in relationships with reputable contractors ranging from local vendors to huge corporations. EAH establishes criteria for evaluating potential contractors based on quality, price, delivery timelines, and compliance with relevant regulations. EAH is particularly adept at complying with obligations to include local and small businesses, and has extensive experience and protocols for implementation of flexible screening criteria, local preference, or minority-owned sub-contractors and general contractors.

Application Team

This application was written collaboratively by both applicant and partner staff, including the following individuals:

- Mark Shorrett, Principal Planner, Regional Planning Program, MTC
- Somaya Abdelgany, BAHFA Preservation Program Coordinator, MTC
- Daniel Saver, Assistant Director of Housing and Local Planning, MTC
- Georgia Gann Dohrmann, Assistant Director of Legislation and Public Affairs, MTC
- Kelly Snider, Project Manager, VTA
- Jessie O'Malley Solis, Manager of TOD, VTA
- Daniel Rhine, Associate Director of Real Estate Development EAH
- Melissa Durkin, Senior Vice President of Development, Republic Urban
- Matt Lewis, Principal Property Development Officer, BART
- Marcus Martinez, Senior Development Associate, Related
- Aissia Ashoori, Senior Program Manager, City of El Cerrito

Experience with Civil Rights, Fair Housing Issues, and Programs to Reduce Racial Disparities

MTC dedicates staff and resources to ensure that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color, or national origin. To demonstrate its commitment to treating Title VI of the Civil Rights Act as a floor and not a ceiling, in 2022 MTC created the Accessibility, Culture, and Racial Equity (ACRE) Office to support agency-wide efforts to advance equity and access internally at the agency and throughout the region.

MTC’s commitment to reducing racial and/or economic disparities is demonstrated most recently with the adoption of MTC Resolution 4559, known as the “Equity Platform,” to advance investments and policies directed at historically underserved and systemically marginalized groups, including people with low incomes and communities/people of color. For decades, prior to adoption of the Equity Platform, the agency has advanced these values by setting policies, designing, and operating programs, holding ourselves accountable to data-backed results, and

taking real actions. Included within the Equity Platform are four pillars that demonstrate the agency’s action in operationalizing the policy: Listen and Learn (41 projects/initiatives); Define and Measure (52 projects/initiatives); Focus and Deliver (109 projects/initiatives); and Train and Grow (40 projects/initiatives). This work demonstrates a holistic approach to not only addressing racial disparities but also intersectionality related to social, health, and economic inequities.

Since 2001, MTC has been using data from the American Community Survey to identify census tracts that may have historically faced disadvantage and underinvestment due to their background or socioeconomic status, known as Equity Priority Communities. MTC has continually made updates to the framework definition — and the data are updated every four years — as part of the updates to Plan Bay Area. Formerly called “Communities of Concern,” Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. A combination of [additional demographic factors help define these areas](#).

Additionally, as part of its Regional Housing Technical Assistance Program, MTC/ABAG staff have developed a suite of tools designed to assist local governments with the state requirement to affirmatively further fair housing in their local Housing Elements. These tools include:

- [Segregation reports](#) for Bay Area jurisdiction that examine racial and income segregation patterns relative to current land use policies.
- Affirmatively Furthering Fair Housing Map within the Housing Element Site Selection Tool, designed to assist local planning staff with identification of sites for future housing development at each income level. The AFFH Map provides a distribution of the selected sites alongside various AFFH data layers, including race, income, household types, neighborhood characteristics, and housing needs.
- [Affirmatively Furthering Fair Housing \(AFFH\) Policies and Programs Toolkit](#) with 15 key strategies to assist local jurisdictions with completing the crucial step of establishing AFFH goals, policies and actions in the Housing Element.

VTA’s [Office of Civil Rights](#) has capacity and experience to create and implement projects that proactively ensure that all our programs and projects are inclusive and effective. VTA has a full-time Diversity, Equity, and Inclusion program manager and a fully staffed Title VI office dedicated to affirmatively furthering fair housing and fair access to all VTA programs.

EAH has extensive experience working on civil rights and fair housing issues. EAH Housing tracks resident ethnicity, race, financial, and other information through Yardi. We also utilize Pangea Foundation (FamilyMetrics and AASCOOnline), which integrates with Yardi and gives us further analysis for other resident data. The information we collect helps us plan better operating programs like *StayWell*, an EAH in-house resident services initiative designed to give custom services to different groups. This program aims to close the equity gap by providing more opportunities for BIPOC and lower-income individuals to access educational, employment, and asset-building services and programs. Some of the activities are Digital Literacy, STEM

EXHIBIT E – DRAFT

Applicant: Metropolitan Transportation Commission

Education, and Renter Advantage, which provide skills for residents who otherwise may not have access to such services. EAH also partners with more than 300 organizations for additional resident programs. Another EAH initiative is our scholarship program, which aims to provide financial assistance to qualified EAH high school residents throughout their college experience. These efforts are to create socio-economically diverse communities, with people of many income levels, educational backgrounds, job skills, religions, and races living side by side, with affordable housing available for all.

EXIBT F: LEVERAGE

Applicant: Metropolitan Transportation Commission

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EXHIBIT F – DRAFT

Applicant: Metropolitan Transportation Commission

MTC and its grant partners will leverage almost \$37 million in committed funds and non-financial contributions for the proposed grant activities. The figure below summarizes each leveraged source, the partner awarded, the proposed grant activity funded, and the amount committed. Commitment letters, award announcements, and resolutions confirming each leveraged source are also attached as supportive documentation. These funding sources are also reflected in the attached Grant Application Detailed Budget Worksheet (424-CBW).

Leveraged Funding and Non-Financial Contributions for Proposed Activities

Source	Partner Awarded	Proposed Activity Funded	Amount Awarded	Amount Committed to Activity
State: HCD Regional Early Action Planning Grant of 2021	MTC	Activity 1a: Priority Sites Program Launch	\$102,842,103	\$28,687,035
State: CalSTA TIRCP Program	BART	Activity 2a: El Cerrito Plaza Station TOD Infrastructure	\$49,000,000	\$2,918,861
State: HCD IIGC Program	City of El Cerrito	Activity 2a: El Cerrito Plaza Station TOD Infrastructure	\$20,208,715	\$5,000,000
Total Committed Leverage				\$36,605,896
Committed Leverage as a Percentage of HUD PRO Housing Request				366%

Regional Early Action Planning Grant of 2021 (REAP 2.0)

In July 2022, the California Department of Housing and Community Development (HCD) released the Notice of Funding Availability for its second round of Regional Early Action Planning (REAP 2.0) grants. HCD allocated \$103 million to the Metropolitan Transportation Commission (MTC) for planning and implementation projects at the intersection of climate, housing, and equity. Of this allocation, staff proposed the use of \$43 million to launch new pilot programs administered by the Bay Area Housing Finance Authority (BAHFA) that would explore the strategic expansion of the agency’s housing funding portfolio, including a \$15 million Housing Preservation Program and \$28 million Priority Sites Program, with additional funds earmarked for administrative staffing support. MTC approved staff’s proposal for the REAP 2.0 formula allocation in November 2022, and BAHFA approved the program guidelines and term sheet for the \$28 million Priority Sites Program in March 2023. As a formula-based grant, the HCD award announcement was issued as part of the Notice of Funding Availability, and MTC and BAHFA acceptance of funds are documented by board resolutions, all of which are enclosed in this application.

Transit and Intercity Rail Capital Program.

On July 7, 2022, the California State Transportation Authority (CalSTA) awarded \$49 million to the San Francisco Bay Area Rapid Transit District (BART) for the “East Bay Transit-Oriented Development Mobility Enhancement Project.” This funding covers for the construction of essential transportation infrastructure at several BART stations, including the El Cerrito Plaza BART station, to support TODs that will result in over 2,000 new homes being built with at least 30% on-site affordability and is estimated to reduce GHG emissions by 242,000 MTCO_{2e}. Of the \$49 million, El Cerrito Plaza BART TOD will be allocated \$24,055,719 to fund components that support significant ridership increases and vehicle miles traveled reductions at locations where BART has capacity to grow, contributing to neighborhood and district vitality and creating places offering a mix of uses and serving households of all income levels. Of this allocation to El Cerrito Plaza BART TOD, BART will contribute \$2,918,861 towards the Fairmount Plaza and Ohlone Greenway projects proposed for this grant. The award announcement and detail description of award scope is enclosed in this application.

Infill Infrastructure Grant Program – Catalytic Qualifying Infill Area (IIGC)

On August 22, 2023, HCD awarded \$20,208,715 to the City of El Cerrito from its novel Infill Infrastructure Grant Program – Catalytic Qualifying Infill Area (IIGC). The award funds several elements of the El Cerrito Plaza BART TOD. The first component includes site preparation, utility connections, podium parking, and factory-built (modular) housing units for the first two phases of affordable housing. The remainder of the award funds supporting multi-modal infrastructure and community open space including: 1) bike and pedestrian improvements surrounding the TOD master plan area, 2) BART station improvements to create a state-of-the-art transit street that prioritizes access for those who take the bus and paratransit to transfer to BART by restricting private vehicles and including traffic calming elements, wayfinding and digital signage to enhance the transfer experience (the “Oak Street busway project”), 3) a new roughly half-acre plaza with streetscape improvements to foster an attractive, usable community gathering node outside of the potential public library while encouraging traffic calming along Fairmount Ave. The City will contribute \$5,000,000 towards the Fairmount Plaza and Ohlone Greenway projects proposed for this grant. The conditional commitment letter from HCD to the City of El Cerrito is enclosed in this application.

Awarded Funds for Future Housing Projects

While not directly funding the proposed housing-supportive infrastructure activities that would be funded by the HUD PRO Housing grant, it is worth noting that the grant partners have received numerous awards to support the future affordable housing projects that will be unlocked by completion of these infrastructure activities. The figure below summarizes all funding awarded in support of future affordable housing projects at El Cerrito Plaza BART Station TOD and Blossom Hill Station TOD.

Award Funding for Future Affordable Housing for Catalyst Projects

Source	Partner Awarded	Project Awarded	Amount Awarded
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EXHIBIT F – DRAFT

Applicant: Metropolitan Transportation Commission

Local: City of El Cerrito	Related California	El Cerrito Plaza BART Station TOD	\$350,000
Local: Contra Costa County Measure X and HOME	Related California	El Cerrito Plaza BART Station TOD	\$3,500,000
Local: WCCTAC STMP Program	BART and City of Cerrito	El Cerrito Plaza BART Station TOD	\$1,039,000
Local: City of San Jose	EAH	Blossom Hill Station TOD	\$10,875,000
Other: VTA Land Valuation In-Kind Contribution	EAH	Blossom Hill Station TOD	\$3,300,000
Total Awards for Affordable Housing			\$19,064,000

EXHIBIT G: LONG TERM EFFECT

Applicant: Metropolitan Transportation Commission

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G.1: Expected Outcomes of Grant-Funded Activities

The activities outlined in Exhibit D are designed to achieve permanent, long-term effects that accelerate the production of affordable housing units well beyond the expenditure date of this grant. Upon completion of the grant-funded activities:

Activity 1, the Priority Sites Pilot, will have delivered:

- **A suite of guidance documents and open data resources to accelerate the reuse of Priority Sites regionwide.** Staff and topic-area experts will deliver this guidance through recorded trainings which will be augmented with monthly “office hours” for local staff and project sponsors seeking additional guidance on advancing the reuse process.

Anticipated Deliverables: Guidance Documents (3-5); Open Data Resource hosted on MTC’s website; Recorded Trainings (8-12); Scheduled Office Hours (1/month over performance period)

- **Site-specific technical assistance to 5-10 individual Priority Sites in local jurisdictions that meet the requirements of the TOC Policy** and have completed, or committed to, streamlined entitlements. It is anticipated that this funding will be delivered through a competitive process, with tailored technical assistance delivered through a regional consultant bench of technical specialists. Depending upon the site, this may include Environmental Site Assessments, preparation of an RFQ for a publicly owned site, or site design.

Anticipated Deliverables: RFQ Issuances (2-5); Developer Selection (2-5); Third-party Due Diligence Reports (5-10); Conceptual Design Set (2-5)

Activity 2, Catalyst Projects, will have resulted in completion of the following infrastructure at each site:

- **Blossom Hill:** Development-ready building pad for the deed-restricted affordable housing component of the project, with full connections to all necessary infrastructure; Stormwater collection utilizing green infrastructure features to protect the water quality and attenuate flows to an adjacent creek; A new multi-modal access point connecting the affordable building to the primary adjacent street and allow access of transit vehicles to the VTA light rail station; A modernized, signalized intersection with 4-way crosswalks connecting this new access point to the surrounding neighborhood
- **At El Cerrito Plaza:** Fairmount Plaza, a new 0.5-acre public open space; Ohlone Greenway Enhancements and Relocation

Anticipated Deliverables: Predevelopment Loan Closing; Predevelopment Loan Draw Requests; Building Permit Issuance; Construction Loan Closing; Construction; Loan Draw Requests ; Certificate of Completion

G.2: Expected Permanent, Long-Term Effects and Key Barriers Removed

In addition to the immediate outcomes expected at the completion of the grant-funded activities, these activities are expected to also lead to longer-term benefits, including:

- **Full financing and completion of both Catalyst Projects**, resulting in 1,000 new homes, at least 400 of which will be deed-restricted affordable to low-income households (80% of AMI or below), with extended affordability protections through a ground lease from BART and VTA. This will have been enabled by eliminating the cost and physical constraints currently posed by infrastructure needs, and will leverage the benefit of deeply discounted public land.

Key barriers removed (from Ex. C): Infrastructure Constraints; Availability of financing and subsidies for affordable housing; Availability and cost of land suitable for housing; Rising development costs

- **A pipeline of entitled regionally-significant affordable and mixed-income development projects supported by the Priority Sites Program**—either through regionwide or site-specific technical assistance—that are prepared to utilize existing and expanded future affordable housing funding, including a successful potential \$10-\$20 billion regional housing bond measure in November 2024. The feasibility of affordable housing on these sites will be increased as a result of leveraging public land and the value increment of rezoned lower density commercial land, such as aging malls and office parks.

Key barriers removed (from Ex. C): Availability of financing and subsidies for affordable housing; Availability and cost of land suitable for housing; Local staff capacity

- **Widespread adoption of updated development standards and housing protection, preservation, and production policies** that comply with MTC’s Transit Oriented Communities (TOC) policy. Expected to result from the existing requirement for compliance, coupled with the additional technical assistance and incentives offered, is expected to result in the permanent removal of the longstanding local policy barriers that have contributed to the region’s housing crisis and both created and exacerbated racial disparities.

Key barriers removed (from Ex. C): Longstanding local policy barriers (Zoning and land use controls; Prohibitive building codes; Procedural delays).

- **Establishing a state and national model for housing systems change** that combines regionwide, large-scale Technical Assistance to flatten the learning curve for emerging developers and local staff involved in major reuse projects, provide the technical expertise required to overcome discrete barriers to preparing sites for development, and participating in the completion of key projects through subsidies and/or favorable financing, including strategic infrastructure investments in large-scale projects that removes the cost burden from affordable housing developers to complete the improvements necessary to secure full financing and pursue vertical construction.

Key Barriers removed (from Ex. C): Availability of financing and subsidies for affordable housing; availability and cost of land suitable for housing; infrastructure constraints; Rising development Costs; local staff capacity.

G.3 Additional Benefits: Environmental Resilience & Combined Housing and Transportation Cost

In addition to these outcomes, both activities will integrate environmental resilience and are expected to dramatically reduce combined housing and transportation costs for low-income households.

To respond to the Bay Area’s myriad of natural hazards, Plan Bay Area 2050 limits areas prioritized for growth—including Priority Sites—to places that are not exposed to elevated wildfire, flood, landslide or seismic risk, and that are not projected to face sea level rise inundation. As a result, neither the Catalyst Projects in Activity 2 nor the broader set of Priority Sites supported in Activity 1 are in high hazard locations. However, as the recent wildfire events in Northern California and nationwide demonstrate, the air quality, water quality, and human health impacts of hazards are not restricted to high-risk areas. Further, the impacts of climate change are expected to result in across-the-board increases in extreme heat and storm events. To increase the resilience of the communities in which Priority Sites are located, Activity 1 will provide as part of its open data resources spatial data and guidance for assessing and adapting to existing hazards and to climate change, with an emphasis on adapting the built environment to support habitat and protect vulnerable residents. For site-specific Technical Assistance, this will be augmented by more granular analysis to support the design process, as well as technical support to complete Environmental Site Assessments and, if needed, initiate cleanup planning. This approach, utilized as part of MTC’s PDA Program in recent grant rounds, has proven successful in helping communities and project sponsors “build in” resilience at the outset of a project, informed by the best available data.

The Catalyst Projects supported by Activity 2 have built resilience into the project design. The grant-funded improvements will address stormwater using Green Infrastructure techniques—in the case of El Cerrito, components of the landscape for the Plaza and Greenway will complete a critical piece of the City’s overall Green Infrastructure Plan; in Blossom Hill, this will involve by reintroducing Silicon Valley’s native vegetation into landscape features that will both enhance the biodiversity of the area and attenuate runoff during storm events, supporting a larger vegetation project that includes an adjacent creek bed. For subsequent vertical construction that this grant will enable, both projects are expected to exceed California’s stringent Title 24 requirements, with El Cerrito Plaza meeting a minimum of Green Point Rated Gold for new construction and Blossom Hill having been reviewed and certified CalGreen for exceptional building and water efficiency.

G.4: Approach to Addressing Potential Roadblocks

Because of the local government and community support for the Priority Sites Program and both of the Catalyst Projects, a significant amount of the uncertainty historically involved in removing

barriers to affordable housing—community opposition, regulatory obstacles, limited previous stakeholder engagement and buy-in—have been removed.

For Activity 1, although MTC historically has low staff turnover rate, in any project the possibility of staff turnover cannot be overlooked. In this and other projects, MTC ensures that the lead staff on every key task reports weekly on progress to senior management—ensuring the level of awareness necessary to remain familiar with project details and have the ability to rapidly reassign projects to other staff on MTC and BAHFA’s combined 50-person interdisciplinary teams, or to bring in new staff. This enables continuity and a level of “customer service” that helps ensure our local government and project sponsor “clients” receive high-quality support throughout the duration of this grant and into the future.

For Activity 2, potential barriers are primary external to the project and the communities in which they are located—such as supply chain disruptions and state and federal budgetary crises. These obstacles are directly related to project costs, which are addressed by the experienced real estate teams selected by BART and VTA for the Catalyst Sites, who have been able to shepherd complex mixed-income, transit-oriented projects to completion during similar previous disruptions over the past two decades. This is achieved through measures such as setting aside appropriate contingencies, keeping open lines of credit and a healthy cash balance, and building on longstanding relationships with suppliers and contractors. Adding to this is the hands-on involvement of BART and VTA’s deep real estate staff, who will provide an additional level of quality assurance and assist with ongoing coordination with the city and external partners as needed, while also actively identifying and applying for additional funding as it becomes available.

G.5: Measuring Success

Preliminarily, the following metrics are proposed to measure the success of this effort at the end of the performance period and beyond:

Activity	Metrics of Success	
	At end of performance period	Following performance period
<p>Priority Sites Program</p> <ul style="list-style-type: none"> ✓ 100+ local staff and project sponsors receive trainings on regionwide guidance ✓ 100+ unique users access available online datasets ✓ 5+ entitled projects using technical assistance and/or grant support to advance 5,000-10,000 new homes with a minimum 25% affordable ✓ \$50+ million in funding secured by projects supported with TA ✓ 90% of cities with Priority Sites comply with TOC Policy 	<ul style="list-style-type: none"> ✓ Within 5 years: 100% of cities with Priority Sites comply with TOC Policy ✓ Within 10 years: Completion of 10+ projects supported by program totaling 10,000-20,000 homes with minimum affordability of 25% and listings available on the Doorway Housing Portal 	

EXHIBIT G – DRAFT

Applicant: Metropolitan Transportation Commission

	✓ Program success results in allocation of ongoing funding to sustain and scale up program	
Catalyst Projects	<ul style="list-style-type: none"> ✓ 100% completion of infrastructure ✓ 50% completion of affordable housing units enabled by infrastructure ✓ 5% increase in transit ridership at El Cerrito Plaza and Blossom Hill stations 	<ul style="list-style-type: none"> ✓ Within 5 years: 100% completion of all affordable housing with listings available on the Doorway Housing Portal ✓ Within 10 years: 25% increase in ridership at El Cerrito and Blossom Hill stations

Attachment A: Summary of comments received on published application (n/a)

Applicant: Metropolitan Transportation Commission

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Attachment B: Partner Letters of Intent & Support

Applicant: Metropolitan Transportation Commission

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
2150 Webster Street, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2023

October 6, 2023

Janice Li
PRESIDENT

Mark Foley
VICE-PRESIDENT

Robert Powers
GENERAL MANAGER

Andrew Fremier, Executive Director
Metropolitan Transportation Commission (MTC)
Bay Area Housing Finance Authority (BAHFA)
375 Beale Street, Suite 800
San Francisco, CA 94105

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3rd DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Duffy
9TH DISTRICT

Re: Intent to Participate – HUD PRO Housing Program

This letter is to confirm the mutual intent of the San Francisco Bay Area Rapid Transit District (BART) to collaborate and enter into a partner agreement with the Metropolitan Transportation Commission (MTC) and/or its intended partner, Bay Area Housing Finance Authority, as appropriate, contingent upon the award of funds from the United States Department of Housing and Urban Development for the Pathways to Removing Obstacles to Housing (PRO Housing) competition, to carry out eligible activities as provided in MTC’s PRO Housing application.

BART is a regional transit agency in the San Francisco Bay Area, with developable property near its transit stations. After conducting a competitive procurement, Related California and Holliday Development were the development team selected by BART for the [Transit-Oriented Development \(TOD\) project](#) at El Cerrito Plaza Station.

Related California is a fully-integrated real estate firm with a 33-year track record of delivering top-quality affordable housing, mixed-income housing and mixed-use developments across California. Currently, Related has a development portfolio with more than 17,500 residences completed or under construction and more than 12,000 affordable and market-rate units and 7-million square-feet in predevelopment in California.

Holliday Development is an Emeryville-based development firm founded in 1989. For more than 30 years, Holliday Development has thoughtfully developed urban infill housing, master plan neighborhoods, and transit-oriented mixed-use developments in one of the most formidable political and economic markets in the country.

The City of El Cerrito is committed to providing affordable housing and has implemented a variety of policies to advance production. To support this TOD, the City intends to convey a parcel of land to facilitate new affordable opportunities. The City is also exploring the potential for a new library within the TOD. El Cerrito is a dedicated partner in this public-private partnership.

Andrew Fremier
MTC | BAHFA
Intent to Participate – HUD PRO Housing Program

BART's role will be to coordinate with the selected developer partners on its identified Priority Site, the El Cerrito Plaza BART TOD. Related California and Holliday Development will be subrecipients of Activity 2, Catalyst Projects.

It is understood that this letter is only an expression of our intent and a binding partner agreement detailing the terms and conditions of the proposed partnership must be executed before the use of any PRO Housing funds, if awarded.

Sincerely,

Carli Paine

Carli Paine, IOD Group Manager
San Francisco Bay Area Rapid Transit District

Ann Silverberg

Ann Silverberg, CEO NorCal and Northwest Affordable
Related California

Jamie Hiteshew

Jamie Hiteshew, Director of Development
Holliday Development

Karen Pinkos

Karen Pinkos, City Manager
City of El Cerrito



October 6, 2023

Andrew Fremier, Executive Director
Metropolitan Transportation Commission (MTC)
Bay Area Housing Finance Authority (BAHFA)
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Intent to Participate – HUD PRO Housing Grant Program


Dear Andrew,

This letter confirms the mutual intent of the Santa Clara Valley Transportation Authority (VTA) to collaborate and enter into a partner agreement with the Metropolitan Transportation Commission (MTC) and/or its intended partner, Bay Area Housing Finance Authority, as appropriate, contingent upon the award of funds from the U.S. Dept. of Housing and Urban Development for the Pathways to Removing Obstacles to Housing (PRO Housing) competition, to carry out eligible activities as provided in MTC's PRO Housing application.

VTA has entered into a Ground Lease Option Agreement with Green Republic Blossom Hill, LLC (GRBH) and its member organizations Republic Urban Properties and EAH Housing to develop a mixed-use mixed-income housing project on property owned by VTA at Blossom Hill Station in San José. The Ground Lease Option Agreement (Article 12) obligates all parties to complete the Blossom Hill project in strict adherence to "all applicable Government Regulations", including any federal, state, or local regulations imposed as a result of completing eligible activities funded by the MTC Pro Housing grant, if awarded.

It is understood that this letter is only an expression of our intent and a binding partner agreement detailing the terms and conditions of the proposed partnership must be executed before the use of any PRO Housing funds, if awarded.

Sincerely,

DocuSigned by:

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Jessie O'Malley Solis
Manager, Transit Oriented Development Program

October 6, 2023

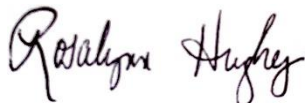
Association of Bay Area Governments
Metropolitan Transportation Commission
Attn: Daniel Saver, Assistant Director, Regional Planning Program
Bay Area Metro Center
375 Beale Street, Suite 700
San Francisco, CA 94105

Dear Assistant Director Saver,

On August 9, 2022, the City of San José City Council approved a site permit and certified an Environmental Impact Report for the Blossom Hill Station mixed-use development at 605 Blossom Hill Road. In findings supporting their approval, the City Council found that the proposed project met stringent requirements related to the project design, residential density, and also the provision of parks and publicly accessible open space on the site, among other project features. City staff noted that the project will include high-quality pedestrian amenities including new shade trees, site wayfinding signage, sculptural seat walls, and natural seating elements, in addition to specialty lighting, paving, and interactive sculptural elements.

These amenities within the mixed-use and mixed-income project contributed to the conclusion that the Blossom Hill project is a “Signature Project” – supported by a unanimous approval by the City Council. The City of San José supports transit-oriented community development in partnership with the Valley Transportation Authority (VTA) and strongly supports the Metropolitan Transportation Commission’s application for a U.S. Department of Housing and Community Development PRO Housing grant to help fund this approved project at the Blossom Hill VTA Station.

Sincerely,



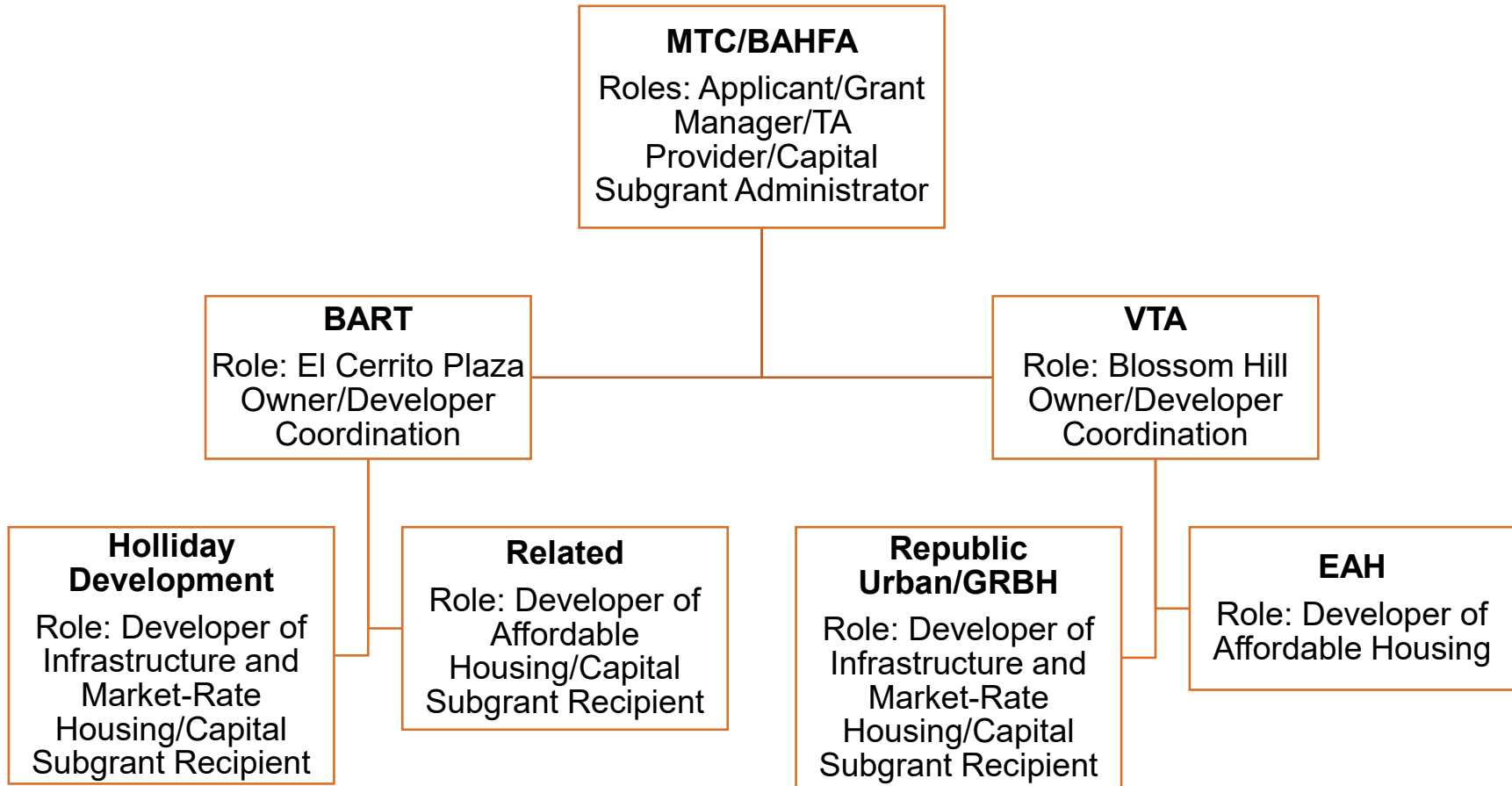
Rosalynn Hughey
Deputy City Manager and Acting Housing Director
City of San José

Attachment C: Organizational Charts

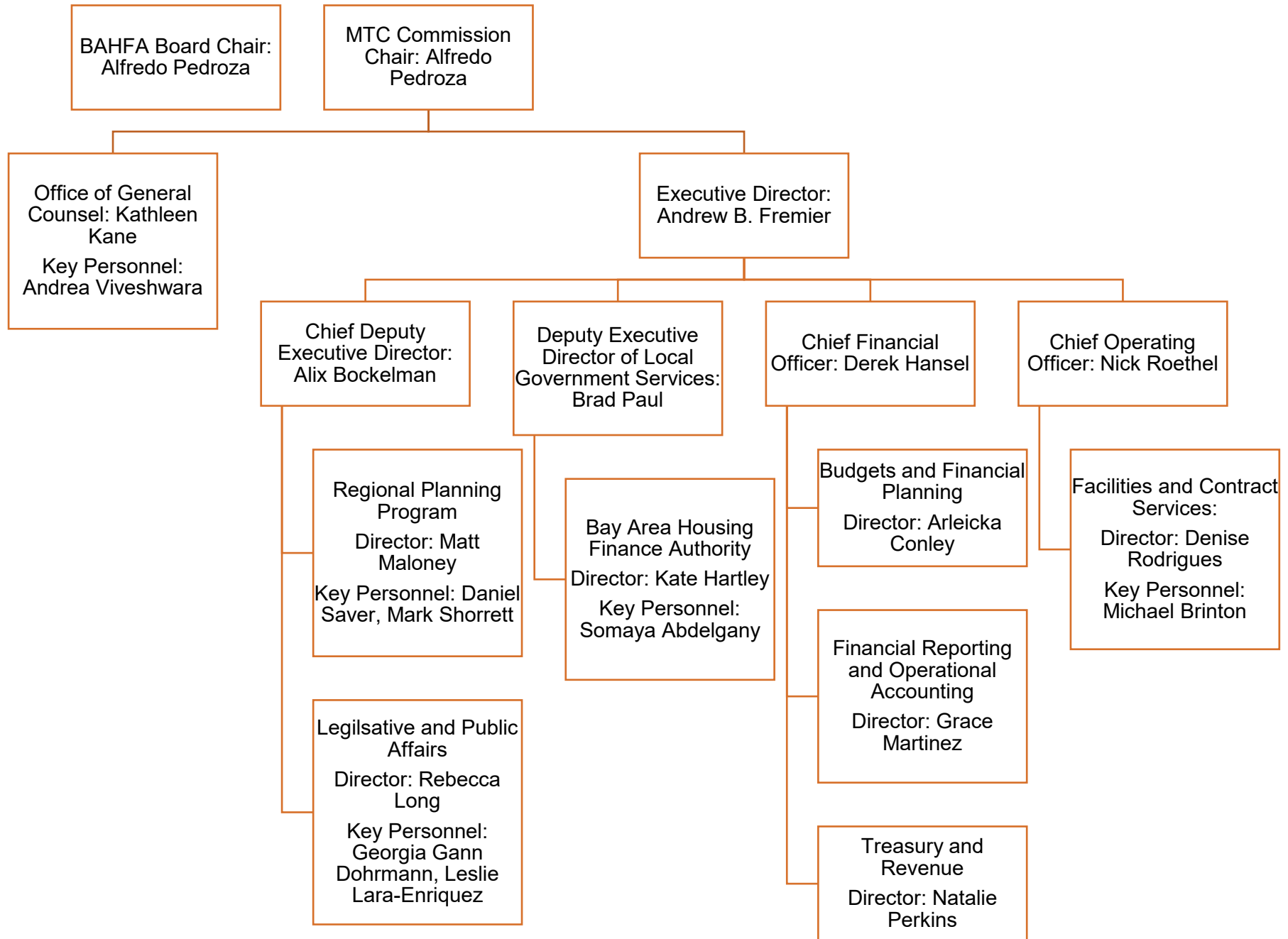
Applicant: Metropolitan Transportation Commission

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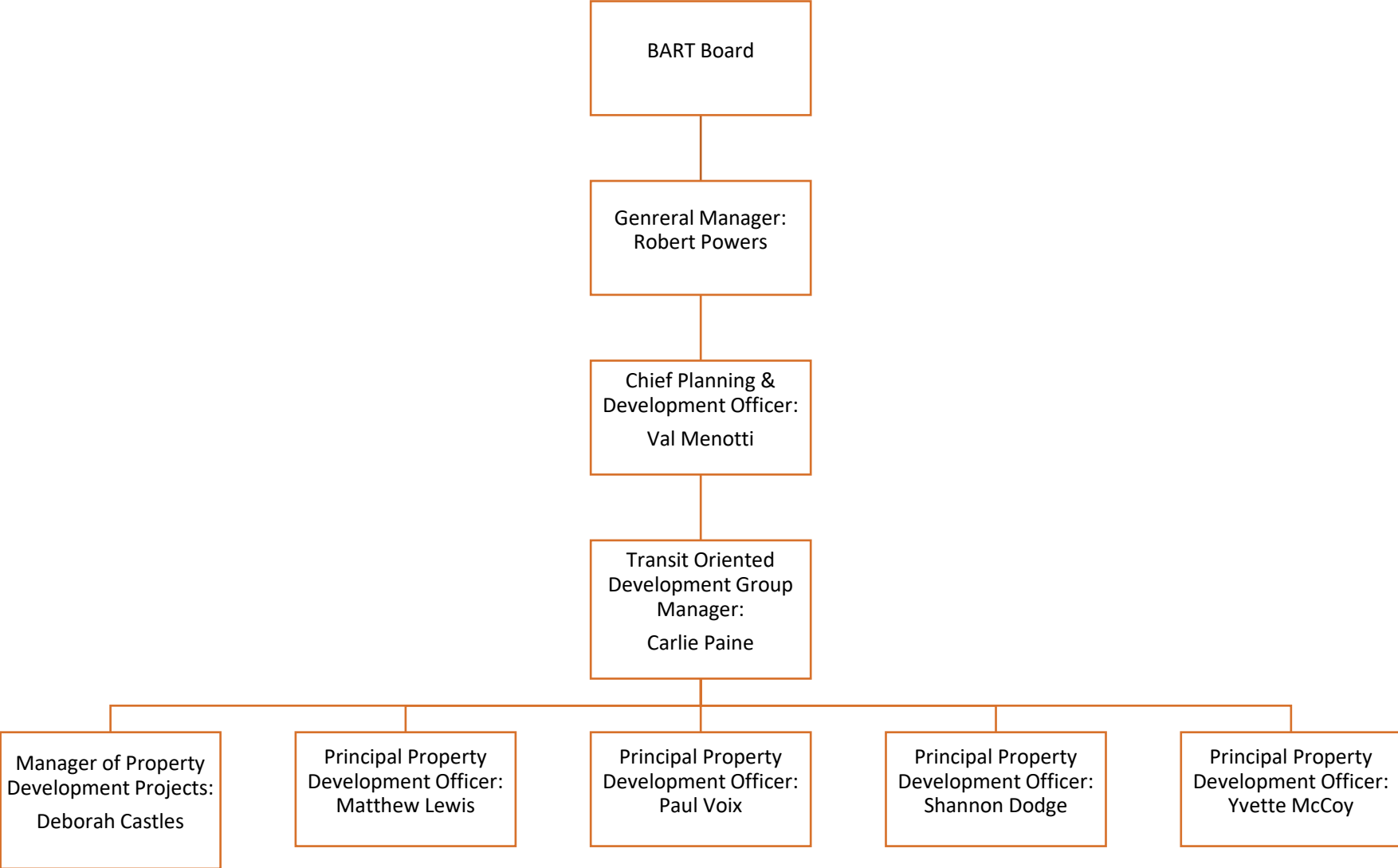
HUD PRO Housing Grant Partnership Structure



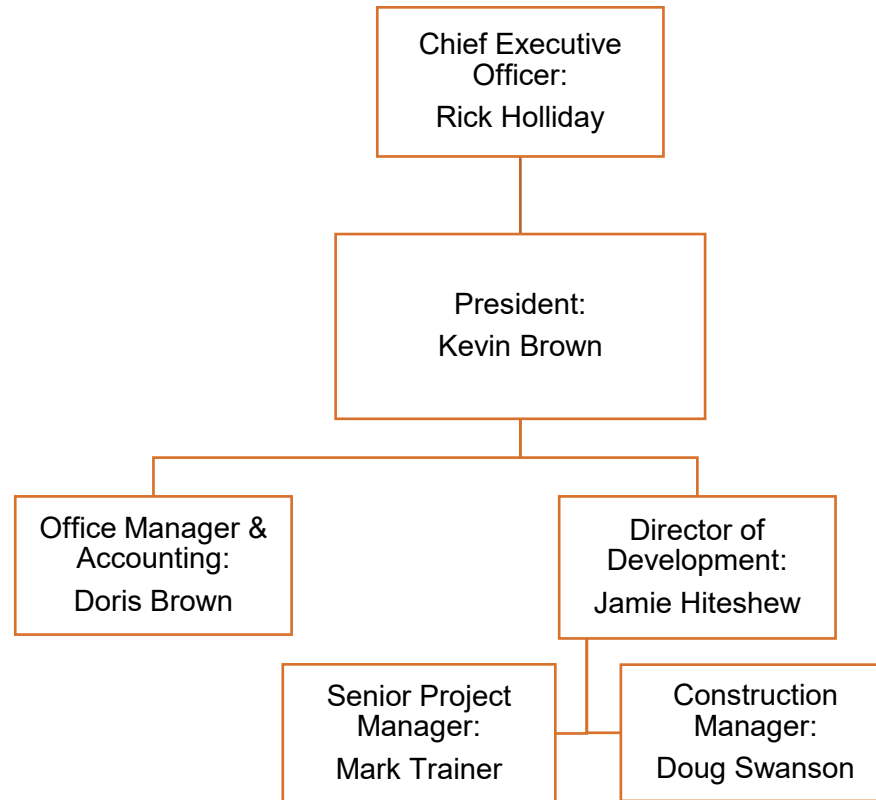
Applicant Organizational Chart: MTC/BAHFA



Partner Organizational Chart: BART

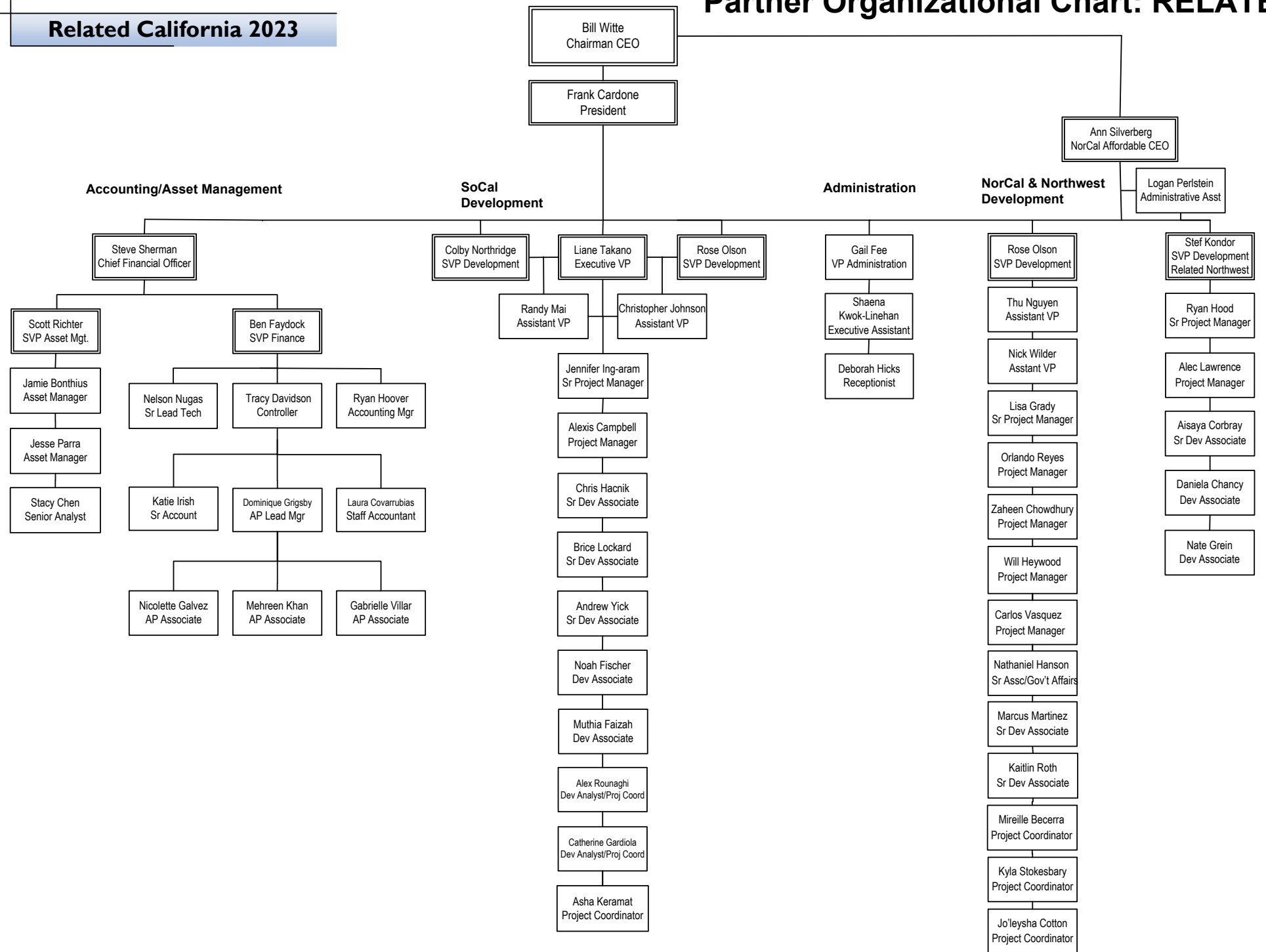


Partner Organizational Chart: HOLLIDAY DEVELOPMENT



Partner Organizational Chart: RELATED

Related California 2023



Partner Organizational Chart: VTA



Organizational Structure

July 2023

Board of Directors



Jaye Bailey
Chief of Staff



Carolyn Gonot
General Manager/
CEO



Scott Johnson
Auditor General
Contracted Function



Evelynn Tran
General Counsel



Greg Richardson
Assistant GM/
Chief Financial
Officer

Enterprise Risk Management
Finance & Budget Administration
Investment Services
Procurement, Contracts & Materials Mgmt
Real Estate
Transit Oriented Development
Technology



Gary Griggs
Chief BART SV
Program Officer

Planning
Design
Construction
System Start-Up
Cost, Schedule & Risk Management



Casey Emoto
Chief Engineering
& Program
Delivery Officer

Capital Highway Program
Engineering Technical Services
Environmental Program
Express Lanes Program
Sustainability Program
Transit Engineering
Transportation Engineering



Jim Lawson
Chief External
Affairs Officer

Board Office
Community Engagement
Creative Services
Customer Service
Government Affairs
Marketing
Media Relations



Derik Calhoun
Chief Operating
Officer

Bus & Rail Transit Operations
Facilities & Vehicle Maintenance
Operations Analysis & Reporting
Paratransit Operations
Regional Transportation Services



Sonya Morrison
Chief
People Officer

Benefits & Wellness
Classification & Compensation
Diversity, Equity & Inclusion
Employee & Labor Relations
Accessibility, Civil Rights, & Equity
Organizational Development & Training
Recruitment & Selection
Retirement Services
Title VI / Title VII Compliance



Deborah Dagang
Chief Planning
& Programming
Officer

Bicycle & Pedestrian Planning
Congestion Mgmt. Program
Grants & Fund Allocation
Land Use Development Review
Programming; Project Funds
Transit, Service, & Transportation Planning
Travel Demand Forecasting & GIS



Aston Greene
Chief of System
Safety & Security

Cyber Security
Environmental Health & Safety
Fare Enforcement
Private Security
Safety Auditor
Sworn Law Enforcement
System Safety & Compliance

Ron Golem
Director of
Real Estate
& TOD

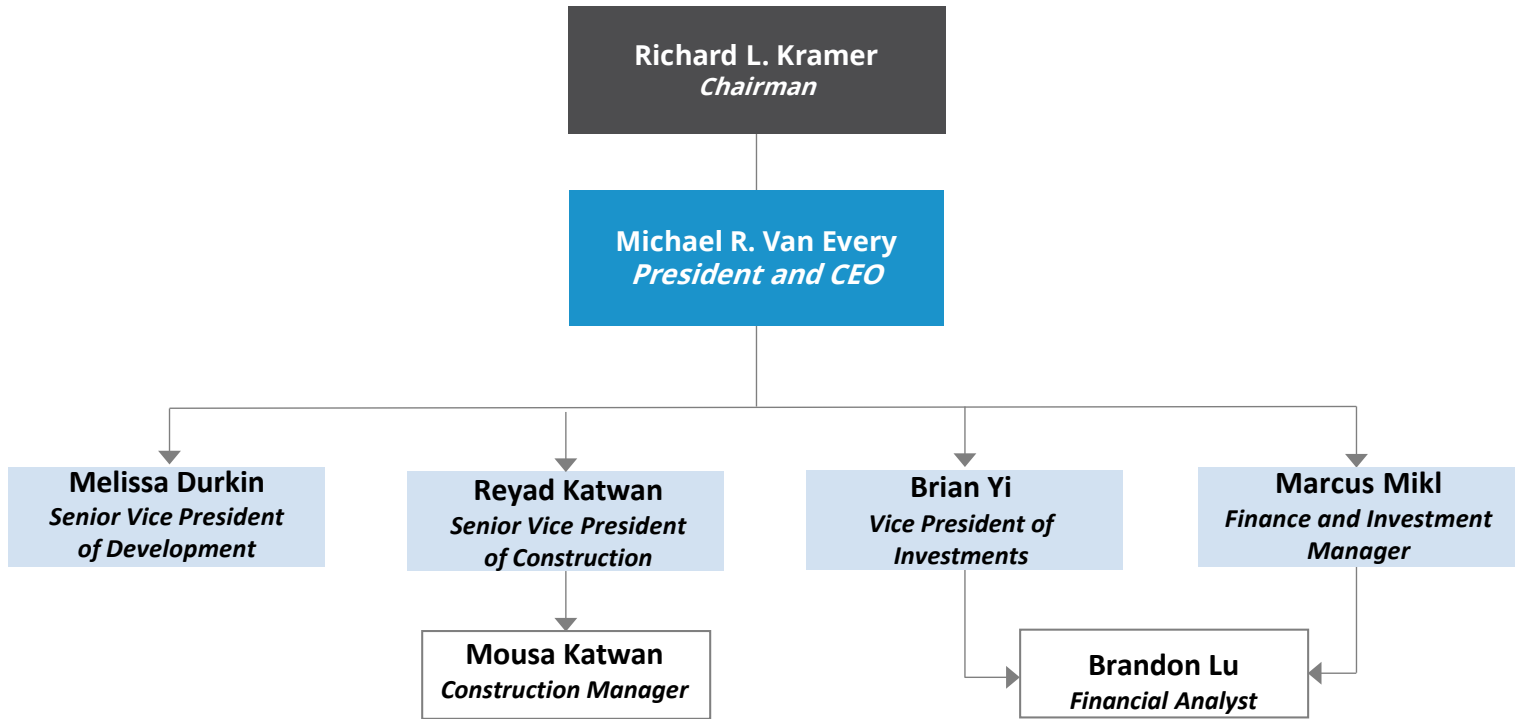
Transit Oriented Development Management Structure and Administration

The Transit Oriented Development department at VTA is under the direction of Ron Golem, Director of Real Estate and Transit Oriented Development. The TOD group currently has 7 full-time employees and 3 contract project managers on annualized (FTE) contracts. If awarded the PRO Housing grant, all administration of the PRO Housing grant will be managed by the existing staff under the direction of Ron Golem. VTA currently has two TOD projects in construction and 5 TOD projects in various stages of entitlement and pre-construction. All the TOD projects are successfully managed and administered using VTAs robust internal project management controls.

On a functional level, VTA administers its TOD projects by assigning a project manager who works closely with the developers and developer team and reports weekly to the TOD Director. VTA will also utilize internal processes which include oversight and processing with related divisions including accounting, community outreach and public engagement, general counsel, finance and budget administration among others.

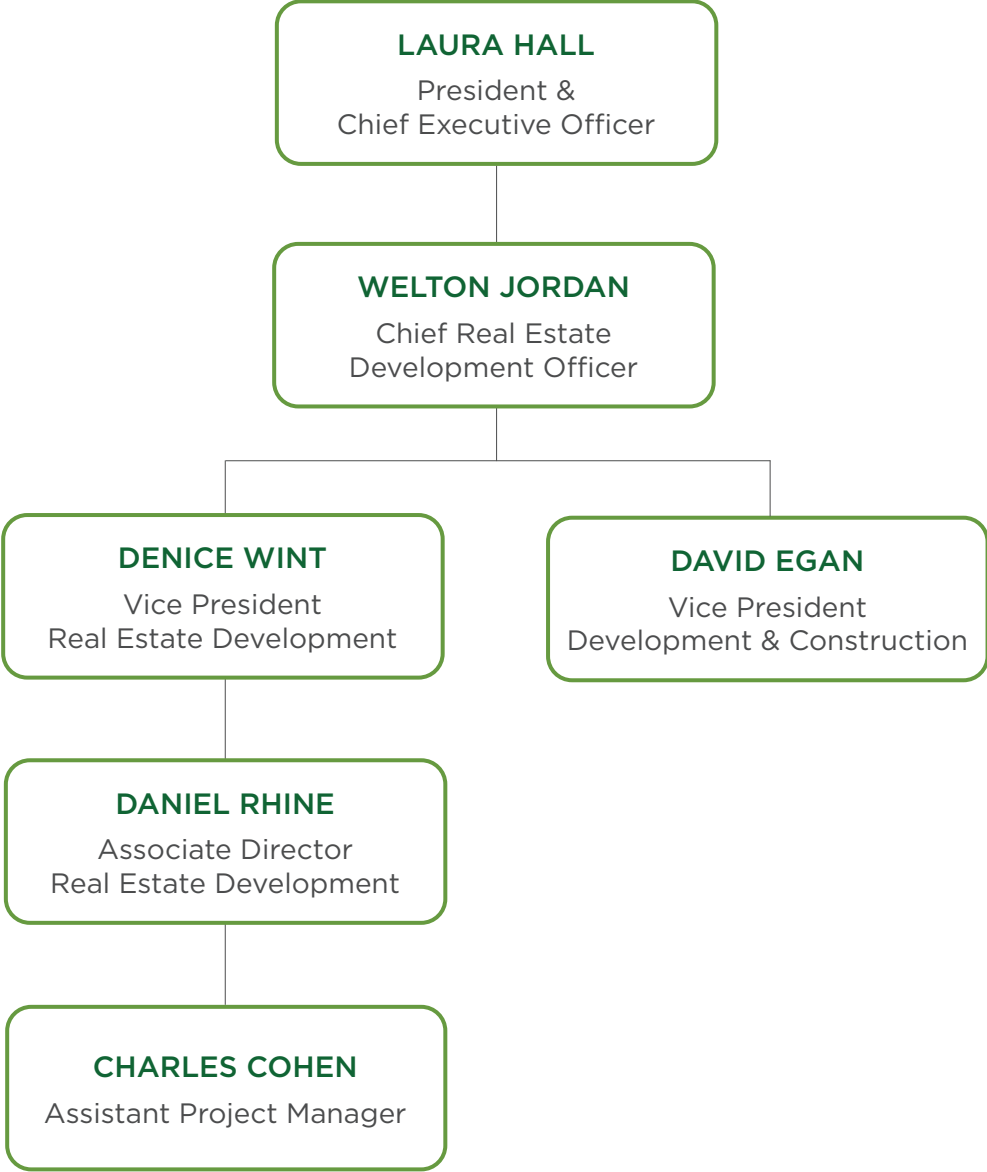
For the Blossom Hill project, the administrative team reporting to Ron Golem will comprise Jessie O'Malley Solis as the Manager for VTA's Transit Oriented Development Program and Kelly Snider as the Project Manager for Blossom Hill Station TOD.

Republic Urban Organizational Chart



Partner Organizational Chart: EAH HOUSING

Real Estate Development Organizational Chart



Attachment D: Leveraged Funding Commitment Documentation

Applicant: Metropolitan Transportation Commission

DRAFT

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF POLICY DEVELOPMENT**

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July 26, 2022

MEMORANDUM FOR: All Metropolitan Planning Organizations

FROM: Megan Kirkeby, Deputy Director Division of Housing Policy Development

SUBJECT: **Notice of Funding Availability and Final Guidelines – Metropolitan Planning Organization Allocation Regional Early Action Planning Grant (REAP 2.0)**

The California Department of Housing and Community Development (HCD), in collaboration with the Office of Planning and Research (OPR), the Strategic Growth Council (SGC), and the State Air Resources Board (CARB), is pleased to release this Notice of Funding Availability (NOFA) for approximately \$510,000,000 for the Regional Early Action Planning Grant Program of 2021 (REAP 2.0). The principal goal of REAP 2.0 is to make funding available to Metropolitan Planning Organizations (MPOs) and other regional entities for Transformative Planning and Implementation Activities that meet Housing and equity goals, reduce Vehicle Miles Traveled (VMT) Per Capita, and advance implementation of the region's Sustainable Communities Strategy (SCS) or Alternative Planning Strategy, as applicable.

REAP 2.0 funding will be released in three separate allocations: (1) MPO Direct Allocation, (2) Tribal and Rural Allocation and (3) Higher Impact Transformative Allocation. This Notice of Funding Availability (NOFA) of approximately \$510,000,000 addresses the (1) MPO Direct Allocation and is released concurrently with the (2) Tribal and Rural Allocation NOFA. The (3) Higher Impact Transformative Allocation NOFA is anticipated at a later time in 2022. The following Guidelines address allocations for the MPO Direct Allocation and are made available as a portion of the Local Government Planning Support Grants Program pursuant to Chapter 3.15 of Health and Safety Code (Sections 50515.06 to 50515.10) (Chapter 111, Statutes of 2021).

In order to be eligible for grant funding, the applicant must submit a copy by email to: REAP2021@hcd.ca.gov. For the (1) MPO Direct Allocations, applications will be accepted on an Over-the-Counter (OTC) basis as of the date of this NOFA through December 31, 2022. The Department encourages early applications.

REAP 2.0 applications, forms, and instructions are available on the Department's website on the [REAP webpage](#). If you have questions regarding this NOFA, please email the Department at REAP2021@hcd.ca.gov. For future notifications, please use the Department's email notification sign up at [Subscribe \(ca.gov\)](#).

Regional Early Action Planning Grants of 2021 (REAP 2.0)

Final Guidelines for Metropolitan Planning Organizations

State of California
Governor Gavin Newsom



CALIFORNIA
STRATEGIC
GROWTH
COUNCIL



July 2022

Website: <https://www.hcd.ca.gov/grants-funding/active-funding/reap2.shtml>

Email: REAP2021@hcd.ca.gov

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Attachment 3: Award Amounts by Eligible Applicant

REAP 2.0 MPO/COG Formula-Based Maximum Allocation Amounts

The REAP 2.0 Program makes available 85 percent of funds (\$510,000,000) to MPOs and COGs through the “Formula Allocations to MPOs and COGs” funding stream. Maximum award amounts are based on California Department of Finance 2030 Population Projections.

Applicant	Max. award amount
Association of Monterey Bay Area Governments	\$ 10,133,742.41
Butte County Association of Governments	\$ 2,944,762.37
Fresno Council of Governments	\$ 13,633,148.06
Kern Council of Governments	\$ 12,670,717.96
Kings County Association of Governments	\$ 2,060,590.24
Madera County Transportation Commission	\$ 2,213,724.74
Merced County Association of Governments	\$ 3,912,152.75
Metropolitan Transportation Commission	\$ 102,842,103.03
Sacramento Area Council of Governments	\$ 33,727,893.48
San Diego Association of Governments	\$ 43,037,322.72
San Joaquin Council of Governments	\$ 10,612,514.62
San Luis Obispo Council of Governments	\$ 3,539,684.58
Santa Barbara County Association of Governments	\$ 5,839,412.28
Shasta Regional Transportation Agency	\$ 2,243,909.07
Stanislaus Council of Governments	\$ 7,535,242.05
Southern California Association of Governments	\$ 246,024,084.00
Tahoe Regional Planning Agency	\$ 604,134.15
Tulare County Association of Governments	\$ 6,424,861.49

Date: March 22, 2023
W.I.: 1615
Referred by: Administration

ABSTRACT

Resolution No. 4565

This resolution authorizes the grant of funding from the Metropolitan Transportation Commission (MTC) to the Bay Area Housing Finance Authority (BAHFA) for implementation of affordable housing programs using Regional Early Action Planning Grant 2.0 (REAP 2.0) proceeds issued through a formula allocation to MTC by the California Department of Housing and Community Development (HCD). By Resolution No. 4548, dated November 16, 2022, MTC authorized the request to HCD for its allocation of funds in an amount not to exceed \$102,842,103.03, which includes funds now authorized for program implementation by BAHFA as specified in Attachment A.

Further discussion of the REAP 2.0 allocation and affordable housing programs is contained in a memorandum to the Administration Committee dated March 8, 2023.

Date: March 22, 2023
W.I.: 1615
Referred by: Administration

RE: Grant REAP 2.0 Proceeds from MTC to BAHFA

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4565

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region; and

WHEREAS, the California Department of Housing and Community Development (HCD) is authorized to provide up to \$510,000,000 to Metropolitan Planning Organizations and Councils of Government (“Applicant”) listed in Health and Safety Code Section 50515.08, subdivisions (a)(1)-(6) under the Regional Early Action Planning grants program (REAP 2.0), as detailed in Health and Safety Code Section 50515.08-10; and

WHEREAS, HCD issued a Notice of Funding Availability on July 26, 2022, for REAP 2.0 grants available to MPOs and Councils of Government; and

WHEREAS, MTC authorized application for an allocation of REAP 2.0 funds in an amount not to exceed \$102,842,103.03 by Resolution 4548 on November 16, 2022; and

WHEREAS, MTC further agreed by Resolution 4548 to use all such REAP 2.0 funds only for eligible activities as set forth in California Health and Safety Code section 50515.08(c)(1) and in accordance with REAP 2.0 requirements and guidelines, which include, among other activities, affordable housing preservation and affordable housing predevelopment funding; and

WHEREAS, Title 6.8 of the Government Code, commencing with Government Code Section 64510 creates the Bay Area Housing Finance Authority (BAHFA) with jurisdiction extending throughout the nine county San Francisco Bay Area; and

WHEREAS, per Government Code Section 64510(c), BAHFA's purpose is to raise, administer, and allocate funding and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production; and

WHEREAS, on March 22, 2023, BAHFA adopted Resolution No. 28, establishing its Housing Preservation Pilot to provide low-interest loans to mission-driven developers and community land trusts to acquire and rehabilitate unrestricted, occupied homes and convert them to permanently affordable housing. The program aims to prevent displacement of low-income households, to create a safe, stable, permanently affordable housing stock, and to support the financial health of residents, borrowers, and properties; and

WHEREAS, Resolution No. 28 also establishes the Priority Sites Predevelopment Pilot to provide low-interest loans to developers and public agencies for predevelopment activities necessary to advance development projects that provide deed-restricted affordable homes on sites identified by the Metropolitan Transportation Commission and Association of Bay Area Government as Priority Sites. The program aims to accelerate regionally significant affordable or mixed-income housing projects that leverage public land or the redevelopment of aging malls/office parks – two impactful Housing Strategies in Plan Bay Area 2050; and

WHEREAS, in adopting Resolution No. 28, BAHFA also agreed to accept MTC's grant of REAP 2.0 funding, subject to applicable terms and conditions of the grant agreement for the REAP 2.0 funds to be executed between MTC and HCD; and now therefore be it

RESOLVED that MTC finds that BAHFA's Housing Preservation Pilot and Priority Sites Predevelopment Pilot will accelerate infill housing development by establishing and funding an affordable housing fund and authorizes the grant of REAP 2.0 proceeds to BAHFA, as outlined in Attachment A, contingent upon MTC receiving the REAP 2.0 funds as requested by MTC Resolution No. 4548 and subject to applicable terms and conditions of the grant agreement to be executed between MTC and HCD for the REAP 2.0 funds; and be it further

RESOLVED that the Executive Director is authorized to enter into, execute, and deliver any and all other documents and take all necessary actions required or incidental to the grant of REAP 2.0 funds to BAHFA, including executing any agreements or amendments to existing agreements with HCD to effectuate the grant of the REAP 2.0 to BAHFA for the Housing Preservation Pilot and Priority Sites Predevelopment Pilot.

METROPOLITAN TRANSPORTATION COMMISSION



Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on March 22, 2023.

Date: March 22, 2023
W.I.: 1615
Referred by: Administration

Attachment A
Resolution No. 4565
Page 1 of 1

Attachment A

REAP 2.0 Program	Grant Amount
Housing Preservation Pilot	\$15 million
Priority Sites Predevelopment Pilot	\$28 million
Total	\$43 million

Date: March 22, 2023
W.I.: 1620
Referred by: BAHFA Oversight

ABSTRACT

Resolution No. 0028

This resolution authorizes the creation of two affordable housing programs, the Housing Preservation Pilot and the Priority Sites Predevelopment Pilot, as well as the associated grant of Regional Early Action Planning Grant 2.0 (REAP 2.0) proceeds and programmatic authority from the Metropolitan Transportation Commission (MTC) to the Bay Area Housing Finance Authority (BAHFA) for their implementation. By Resolution No. 4548, dated November 16, 2022, MTC authorized a request to California Department of Housing and Community Development (HCD) for its formula allocation of funds in an amount not to exceed \$102,842,103.03, which includes the estimated \$43,000,000 now authorized for program implementation by BAHFA.

BAHFA shall use the REAP 2.0 funding to implement 1) a Housing Preservation Pilot, at an estimated \$15,000,000; and 2) a Priority Sites Predevelopment Pilot, at an estimated \$28,000,000, including administrative staffing costs for both programs. BAHFA will administer the two affordable housing programs in accordance with the Terms and Underwriting Guidelines herein, as approved by HCD. This resolution delegates authority to the Executive Director or designee to implement such programs. For the Housing Preservation Pilot Program, this Resolution makes a determination under the California Environmental Quality Act (CEQA) that the Program is exempt from further environmental review, and for the Priority Sites Predevelopment Pilot, delegates certain CEQA responsibilities to the Executive Director or designee.

Further discussion of the REAP 2.0 allocation, the Housing Preservation Pilot, and the Priority Sites Predevelopment Pilot is contained in a memorandum to the BAHFA Oversight Committee dated March 9, 2023.

In addition, this Resolution provides authority for the Executive Director or designee to negotiate and execute agreements with Turner Center at UC Berkeley (\$5 million) and Housing Accelerator Fund (\$5 million), with the agreements providing for no payment will be made unless BAHFA receives a grant from MTC and/or HCD for such purposes.

Date: March 22, 2023
W.I.: 1620
Referred by: BAHFA Oversight

RE: Approval of the Housing Preservation Pilot and Priority Sites Pilot and Acceptance of Grant of REAP 2.0 Proceeds from MTC to BAHFA; Delegation of Authority to the Executive Director or Designee To Implement Such Programs; CEQA Determination: Housing Preservation Pilot is Exempt Pursuant to CEQA Guideline 15061(b)(3), Delegated CEQA Authority for the Priority Sites Pilot Program; Authority to Execute Agreements with Turner Center at UC Berkeley (\$5 million) and Housing Accelerator Fund (\$5 million)

BAY AREA HOUSING FINANCE AUTHORITY
RESOLUTION NO. 0028

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region; and

WHEREAS, the California Department of Housing and Community Development (HCD) is authorized to provide up to \$510,000,000 to Metropolitan Planning Organizations and Councils of Government (“Applicant”) listed in Health and Safety Code Section 50515.08, subdivisions (a)(1)-(6) under the Regional Early Action Planning grants program (REAP 2.0), as detailed in Health and Safety Code Section 50515.08-10; and

WHEREAS, HCD issued a Notice of Funding Availability on July 26, 2022, for REAP 2.0 formula grants available to MPOs and Councils of Government and a Notice of Funding Availability on November 7, 2022, for REAP 2.0 Higher Impact Transformative (HIT) competitive grants; and

WHEREAS, MTC approved a request for an allocation of REAP 2.0 formula funds in an amount not to exceed \$102,842,103.03 by Resolution 4548 on November 16, 2022 and a request for REAP 2.0 HIT competitive funds in an amount not to exceed \$10 million by Resolution 4555 on January 25, 2023; and

WHEREAS, MTC further agreed by Resolution 4548 to use all such REAP 2.0 funds only for eligible activities as set forth in California Health and Safety Code section 50515.08(c)(1) and in accordance with REAP 2.0 requirements and guidelines, which include, among other activities, affordable housing preservation and affordable housing predevelopment funding; and

WHEREAS, Title 6.8 of the Government Code, commencing with Government Code Section 64510 (AB 1487, Chiu, October 8, 2019) creates the Bay Area Housing Finance Authority (BAHFA) with jurisdiction extending throughout the San Francisco Bay Area and provides that BAHFA shall be governed by the same board that governs the Metropolitan Transportation Commission (MTC); and

WHEREAS, per Government Code Section 64510(c), BAHFA's purpose is to raise, administer, and allocate funding and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production; and

WHEREAS, on March 22, 2023, MTC adopted Resolution No. 4565, which grants REAP 2.0 funds to BAHFA, for the Housing Preservation Pilot and for the Priority Sites Predevelopment Pilot, contingent upon MTC receiving the REAP 2.0 funds as requested by MTC Resolution No. 4548 and subject to applicable terms and conditions of the grant agreement to be executed between MTC and HCD for the REAP 2.0 funds; and;

NOW, THEREFORE, BE IT RESOLVED, that in accordance with MTC Resolution No. 4565, BAHFA accepts from MTC the grant of REAP 2.0 funds for the Housing Preservation Pilot and for the Priority Sites Predevelopment Pilot, contingent upon MTC receiving the REAP 2.0 funds as requested by MTC Resolution No. 4548 and subject to applicable terms and conditions of the grant agreement to be executed between MTC and HCD for the REAP 2.0 funds ("MTC Grant"); and be it further

RESOLVED, a portion of the MTC Grant will be used to create and implement the Housing Preservation Pilot, subject to the terms and conditions contained in Attachment B, for the purpose of preventing displacement of low-income households by providing low-interest loans to

preserve unrestricted, occupied housing as permanent affordable housing through acquisition and rehabilitation; and be it further

RESOLVED, a portion of the MTC Grant will be used to create and implement the Priority Sites Predevelopment Pilot, subject to the terms and conditions as set forth in Attachment C, for the purpose of assisting affordable housing production by providing low-interest loans to developers and public agencies for predevelopment activities necessary to advance housing projects that provide deed-restricted affordable homes on sites identified by the Metropolitan Transportation Commission and Association of Bay Area Government as Priority Sites; and be it further

RESOLVED, that BAHFA will implement the Housing Preservation Pilot and Priority Sites Predevelopment Pilot in compliance with California Health and Safety Code section 50515.08(c)(1), all REAP 2.0 requirements and guidelines, all applicable state and federal statutes, rules, regulations, the Standard Agreement that will be executed by and between MTC and HCD for REAP 2.0 funding and MTC Resolution No. 4565; and be it further

RESOLVED, that the Executive Director or designee is authorized to enter into, execute, and deliver any and all other documents required or incidental to the grant of the REAP 2.0 allocation from MTC to BAHFA, including but not limited to, amendments HCD deems necessary to effectuate the grant of REAP allocation from MTC to BAHFA; and be it further

RESOLVED, that the Executive Director or designee is authorized to develop application forms and promulgate application requirements consistent with this Resolution and to enforce such requirements for the Housing Preservation Pilot and Priority Sites Predevelopment Pilot; and be it further

RESOLVED, that the Executive Director or designee is authorized to negotiate and execute loan agreements, regulatory agreements, and other agreements necessary and incidental to the implementation of the Housing Preservation Pilot with subrecipients, and any

amendments thereto, provided such documents are consistent with the terms and conditions of each program as adopted herein, and any such amendments are for the purpose of facilitating the extension of the duration of the affordability requirements; and

RESOLVED, that BAHFA finds the Housing Preservation Pilot is exempt from environmental review pursuant to CEQA Guideline 15061(b)(3) because there is no change to the existing environment given that the program's purpose is to preserve existing conditions for naturally occurring affordable housing, and to mitigate against the ongoing housing crisis, by reducing the possibility that low-income households would be displaced through unregulated rent increases if the property was sold to a for-profit developer; and be it further

RESOLVED, that for the Priority Sites Predevelopment Pilot, the Executive Director or designee is authorized to make the determination as to whether a project to be funded under this program is exempt from review under the California Environmental Quality Act (Cal. Pub. Resources Code, § 21000, et seq.) ("CEQA") and to take other actions as prescribed by CEQA Guideline 15025; and

RESOLVED, that the Executive Director or designee is authorized to negotiate and execute loan agreements, regulatory agreements, and other agreements necessary and incidental to the implementation of the Priority Sites Predevelopment Pilot, with subrecipients, and any amendments thereto, provided such documents are consistent with the terms and conditions of each program as adopted herein, and any such amendments are for the purpose of facilitating the extension of the duration of the affordability requirements; and be it further

RESOLVED, that the Executive Director or designee is authorized to negotiate and execute an agreement with Turner Center at University of California, Berkeley for an amount not to exceed \$5 million for the "Bay Area Builder's Lab" and an agreement with the Housing Accelerator Fund for an amount not to exceed \$5 million for the "Industrialized Construction Catalyst Fund", provided both agreements shall require that no payment under the agreement shall be made unless BAHFA has received a REAP 2.0 HIT grant from HCD and/or MTC for such purposes and authorized said expenditure.

RESOLVED, that this resolution shall be effective upon adoption.

BAY AREA HOUSING AUTHORITY

A handwritten signature in black ink, consisting of a large, stylized 'A' followed by a long horizontal line extending to the right.

Alfredo Pedroza, Chair

The above resolution was entered into by the
Bay Area Housing Finance Authority
at a regular meeting held
in San Francisco, California, and at other
remote locations on March 22, 2023.

Date: March 22, 2023
Referred by: BAHFA O.

Attachment A
Resolution No. 0028

ATTACHMENT A

Summary of the Housing Preservation Pilot and Priority Sites Predevelopment Pilot, March 9, 2023 Joint Meeting, ABAG Housing and BAHFA Oversight Committees.

ATTACHMENT B



BAY AREA HOUSING FINANCE AUTHORITY
REAP 2.0 Housing Preservation Pilot Program
DRAFT Terms and Underwriting Guidelines

<p>Program Description</p>	<p>To be funded with an anticipated \$15M in Regional Early Action Planning (REAP 2.0) Grant funding from the California Department of Housing and Community Development (HCD), the Program provides low-interest loans to mission-driven developers and community land trusts to acquire and rehabilitate unrestricted homes and convert them to permanently affordable housing.</p> <p>The Program’s goals are to prevent displacement of low-income households, to create a safe, stable, permanently affordable housing stock, and to support the financial health of residents, borrowers, and properties.</p> <p>In accordance with HCD’s REAP 2.0 Objectives, the Program will:</p>
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	<ul style="list-style-type: none"> • Accelerate infill development that facilitates housing supply, choice, and affordability • Affirmatively further fair housing • Reduce vehicle miles traveled <p>Program-wide, BAHFA aims to preserve at least 60 homes and to fund at least three projects of various scales and tenure types throughout its jurisdiction.</p>
<p>Eligible Borrowers</p>	<p>Non-profit affordable housing developers, community land trusts, or joint venture partnerships that include such organizations. Borrowers must possess the following minimum experience:</p> <ul style="list-style-type: none"> • Borrowers must have successfully acquired, rehabilitated, owned, and operated at least one comparable project relative to the proposed project within the past five (5) years in the State of California, demonstrating their capacity to perform development and asset management. • Alternatively, Borrower may rely on the experience of a staff member or consultant that has completed at least three comparable projects.
<p>Eligible Projects</p>	<p>Acquisition only or Acquisition/Rehabilitation of existing occupied residential properties that are currently unrestricted and demonstrate some form of site control (see Application Requirements on page 7 below):</p> <ul style="list-style-type: none"> • While accounting for Program-wide goals and giving preference to unrestricted properties, BAHFA may consider properties that have current affordable regulatory agreements that are set to expire within 5 years and for which there is no feasible alternative funding plan. BAHFA may also consider unoccupied properties that serve community anti-displacement goals.

	<ul style="list-style-type: none">• Mixed-use properties are eligible so long as two-thirds of the building square footage is used for residential uses.• BAHFA will consider funding ADU construction as part of an acquisition/rehab project if the ADU meets Regulatory Restrictions (see Regulatory Restrictions on pages 3-4) and installation/construction demonstrates permitting and construction can begin promptly upon closing by submitting the following:<ul style="list-style-type: none">○ Design proposals that use pre-approved plans or factory-built units○ Data or documentation from the applicable jurisdiction demonstrating support and track record for permitting ADUs○ Identification of an experienced contractor for construction○ Demonstration of financial resources to cover potential cost overruns, including contingencies. <p>To achieve each of HCD’s REAP 2.0 Objectives, projects must be located in a geography that meets all of the following geographic objectives:</p> <ul style="list-style-type: none">• <i>Infill Objective: Accelerate infill development that facilitates housing supply, choice, and affordability</i><ul style="list-style-type: none">○ Plan Bay Area 2050 Growth Geographies, including Priority Development Areas OR○ Transit Priority Areas• <i>Affirmatively Further Fair Housing Objective: Affirmatively further fair housing</i><ul style="list-style-type: none">○ Plan Bay Area 2050 Equity Priority Communities OR○ Areas identified by the Urban Displacement Project as being at risk of or experiencing displacement or gentrification OR○ Areas defined by the TCAC Opportunity Index as “High Segregation and Poverty”, “Low Resource”, or “Moderate Resource”• <i>VMT Objective: Reduce vehicle miles traveled (VMT)</i><ul style="list-style-type: none">○ Census Tracts with Vehicles Miles Traveled per Capita at or below the Bay Area average of 15 Miles
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	<ul style="list-style-type: none"> Projects that do not fall within the qualifying geographies may demonstrate alternative methods of achieving the applicable REAP 2.0 Objective(s) at the project level.
<p>BAHFA Loan Terms</p>	<p><u>Maximum Loan Amount</u>: \$250,000 per unit</p> <p><u>Loan Term</u>: 55 years</p> <p><u>Interest Rate</u>: 3.0% per year</p> <p><u>Repayment</u>: BAHFA will forego annual repayment of principal and interest from surplus cash (residual receipts). Repayment will be deferred until the conclusion of the Loan Term or upon any transfer of title that results in loss of affordability, whichever occurs first. At the conclusion of the Loan Term, projects will have the option to extend the Regulatory Term and loan repayments will be deferred for as long as the project upholds Regulatory Restrictions.</p>
<p>Regulatory Restrictions</p>	<p><u>Regulatory Term</u>: 55 years. The Executive Director or designee may consider an alternative term option if Borrower demonstrates that the term remains compatible with permanent affordability and prohibition of displacement.</p> <p><u>Maximum Income Levels</u>: No resident shall be displaced regardless of income. For occupied units and vacant units due to turnover, Borrower shall achieve an average area median income (AMI) for all households in the Project of no more than 80%. Upon turnover, units may be occupied by households earning up to 120% AMI as needed to cross-subsidize lower income units and achieve an 80% AMI average. Depending on local market conditions,</p>

	<p>Borrowers may obtain an AMI less than 80% if they can demonstrate long term financial feasibility.</p> <p><u>Rent Increases:</u> Upon acquisition, rents for all existing residents shall remain unchanged until the anniversary of the tenant's initial leasing.</p> <ul style="list-style-type: none">• For units subject to local rent stabilization ordinances, Borrowers shall continue to comply with the rent stabilization ordinance when imposing rent increases after acquisition.• For units not subject to or exempt from rent stabilization requirements, annual rent increases shall be limited to the lesser of the annual increase in area median income (AMI) or 4%.• For existing residents earning less than or equal to 80% AMI and who pay more than 30% of gross household income for rent, Borrowers shall decrease those households' rents to a maximum of 30% of gross annual income, assuming Project income is sufficient to allow a rent decrease for such households while covering necessary and standard Project operating expenses. <p><u>Displacement:</u> All existing residents may remain in their home regardless of income, and permanent relocation of tenants is prohibited. No existing resident in the project will be displaced because of the preservation action or by Borrower's imposition of any new, discretionary "house rules" intended to circumvent this rule.</p> <p><u>Temporary Relocation:</u> Permanent relocation is prohibited. If Borrower must temporarily relocate tenants for the purpose of safely conducting a Project rehabilitation, the following requirements apply:</p>
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	<ul style="list-style-type: none"> • Temporary relocation shall not exceed 180 days unless approved by Executive Director or designee. Permanent relocation is prohibited. • Borrowers shall provide temporary housing that is decent, safe, sanitary, of comparable size to and within the vicinity of the relocated tenant’s dwelling unit as determined by the Executive Director or designee. • Tenants shall continue to pay the rent for their original unit, but shall bear no costs related to relocation, including: <ul style="list-style-type: none"> ○ Moving and packing expenses ○ Any costs associated with the relocation dwelling that exceed their typical housing expenses (rent, utilities, parking, or other charges) <p><u>Lien Priority:</u> BAHFA requires first lien priority for its occupancy deed restriction. In their sole discretion, the Executive Director or designee may agree to subordinate the restriction if Borrower demonstrates and the Executive Director or designee finds that subordination is necessary to secure financing and if such subordination furthers the goal of creating permanent affordable housing.</p>
<p>Resident Engagement and Income Certification</p>	<p><u>Engagement:</u> Preference will be given to projects in which 100% of households are notified of the Borrower’s intention to acquire and restrict the building and a majority of tenants demonstrate support for the acquisition prior to application. However, BAHFA will consider proposals in which Borrowers are prohibited by the seller from conducting outreach to tenants prior to acquisition. A preliminary tenant engagement plan will be required at loan application, to be finalized prior to acquisition. After acquisition, all Borrowers are required to conduct robust tenant engagement to ensure residents are aware of the intent and impact of the preservation project and to offer residents the opportunity to inform any rehabilitation scope.</p>

	<p><u>Income Certification</u>: Occupants of a regulated unit must certify their household income on a form approved by the Executive Director or designee on an annual basis prior to lease renewal.</p>
<p>Financing Assumptions</p>	<p><u>Leveraging</u>: Borrowers must obtain additional private and/or public financing as needed to ensure the project’s financial feasibility. Given the program’s per-unit subsidy cap, it is anticipated that Borrowers must seek construction as well as permanent third-party financing, which may also require Borrower to provide equity. Ideal leveraging shall consist of a construction-to-permanent third-party loan with a 20-year term. As part of Program outreach, BAHFA staff has consulted with numerous community development financial institutions and first mortgage lenders, some of whom may provide favorable financing terms. BAHFA will provide contact information as requested.</p> <p><u>Rental Income</u>: Borrower must provide rent roll information to inform project underwriting, and, whenever possible, tenant income information. If tenant incomes indicate existing rent burdens, BAHFA will seek to work with Borrowers to lower rents to 30% of gross household income where possible.</p> <p><u>Property Tax Exemption</u>: While income certifications will not be required at acquisition, to properly size the project’s operating budget, Borrower must have some data about existing residents that indicates with high likelihood on a household-by-household basis eligibility for a welfare tax exemption pursuant to California Revenue and Taxation Code Section 214(g). If no income information is available, Borrower will be required to assume a property tax obligation in the operating budget.</p>

	<p><u>Construction Contingency:</u> 15% of rehabilitation costs</p> <p><u>Construction Management Fee:</u> Borrower is expected to negotiate the most competitive fee possible with a third party construction manager or rely on an in-house construction manager, if available. Construction management fees may not exceed \$30,000 per project.</p> <p><u>BAHFA Legal Fee:</u> \$15,000, subject to change based on transaction requirements.</p> <p><u>BAHFA Asset Management Fee:</u> Asset management fees may apply based on project needs.</p> <p><u>Operating Assumptions:</u></p> <ul style="list-style-type: none">• Vacancy Allowance: 5% of annual residential rent income• Increases in Gross Income: 2.5% annually• Increases in Operating Expenses: 3.5% annually• Debt Service Coverage Ratio: 1.2• Waterfall: Surplus cash flow after payment of operating expenses and debt service will be distributed annually as follows:<ul style="list-style-type: none">○ Borrower Retention: 2/3 of surplus cash flow○ Replacement Reserve: 1/3 of surplus cash flow up to (1.5 x Capitalized Replacement Reserve value)○ Emergency Rental Assistance Reserve: After Replacement Reserve is fully funded, 1/3 of surplus cash flow up to (\$xx average regulated unit rent x 20% of total regulated units x 3 months)○ After Replacement Reserve and Emergency Rental Assistance Reserve are fully funded
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	<p>as described above, Borrower may retain remaining 1/3 of surplus cash flow.</p> <p><u>Underwriting:</u> In addition to compliance with this Term Sheet, BAHFA will apply industry standard underwriting guidelines in its evaluation of Project proposals. Subsequent to application, Borrower must demonstrate financial feasibility and capacity to carry out the project.</p>
<p>Reserves</p>	<p><u>Replacement Reserve:</u></p> <ul style="list-style-type: none"> • Capitalized: Reserves must be sufficient to cover 20 years of replacement needs as identified in the Physical Needs Assessment (“Original Capitalized Replacement Value”). • Annual Deposits: \$500 per unit per year, included in the annual operating budget. Borrower will also deposit 1/3 of annual surplus cash flow into Replacement Reserve until Borrower achieves 1.5 of the Capitalized Replacement Reserve value. • <p><u>Emergency Rental Assistance Reserve:</u></p> <ul style="list-style-type: none"> • Annual Deposits: Once Borrower has achieved 1.5 of the Capitalized Replacement Reserve value, Borrower will deposit 1/3 of annual surplus cash flow to establish and maintain an Emergency Rental Assistance Reserve, which is based on the average rent per regulated unit, for 20% of total regulated unit count, for 3 months (e.g., \$xx average regulated unit rent x 20% of total regulated units x 3 months). Once Replacement Reserve and Emergency Rental Assistance Reserve are fully funded, Borrower may retain remaining surplus cash flow. <p><u>Operating Reserve:</u></p>

	<ul style="list-style-type: none"> Capitalized: 25% of operating expenses, plus debt in Year 1. Borrower shall maintain this funding level throughout the term of the agreement. <p><u>Vacancy Reserve for Rehabilitation and/or Initial Lease-Up:</u></p> <ul style="list-style-type: none"> Capitalized: Sized to cover monthly rent for Project units vacant at the time of acquisition and for the duration of any expected continued vacancy, whether to accommodate a lease-up period or to provide temporary relocation space for the purposes of building rehabilitation. <p><u>Property Tax Reserve:</u></p> <ul style="list-style-type: none"> Capitalized: Sized based on Borrower’s estimate of timeline to qualify for the welfare tax exemption
<p>Maximum Developer Fee</p>	<p>Borrowers may include a one-time developer fee at their discretion within the Maximum Loan Amount up to \$150,000, plus an additional \$10,000 per unit for any planned rehabilitation.</p> <ul style="list-style-type: none"> The \$150,000 developer fee may be paid at the time of acquisition closing \$10,000 per unit may be paid at the time of Borrower’s receipt of a certificate of completion (or similar document) from the permitting local agency for the rehabilitation work
<p>Compliance</p>	<p><u>Regional Early Action Planning Grant:</u> The Borrower must comply with California Health and Safety Code section 50515.08(c)(1), all REAP 2.0 requirements and guidelines, all applicable state and federal statutes, rules, regulations, the Standard Agreement</p>

	<p>that will be executed by and between MTC and HCD for REAP 2.0 funding.</p> <p><u>Fair Housing and Rehabilitation</u>: The Borrower must comply with all applicable Federal, State, and local laws, orders, and regulations prohibiting housing discrimination as well as all applicable laws and regulations governing construction, rehabilitation, relocation and building operations.</p> <p><u>Welfare Tax Exemption</u>: Borrower is solely responsible for and must annually secure the welfare exemption from the applicable governing bodies. Borrower shall provide evidence of the welfare exemption to BAHFA annually, as well as any other Project-related information BAHFA requests.</p>
<p>Community-Controlled Set Aside Eligibility Requirements</p>	<p>A minimum of \$3M will be set aside for community-controlled projects that include resident ownership, governance, and/or management. This set aside does not preclude such projects from applying for the remaining \$12M deployed under the Program.</p> <p><u>Eligible Borrowers</u>:</p> <ul style="list-style-type: none"> • Community Land Trusts (CLTs) • Cooperative Housing Entities with existing 501C3 designation and executed governance and operating agreements • Community Based Organizations in a documented partnership with a CLT <p><u>Eligible Tenure Types</u>:</p> <ul style="list-style-type: none"> • Affordable rental • Affordable homeownership

	<ul style="list-style-type: none"> • Shared or limited equity resident shareholder ownership in the cooperative • Affordable rental-to-homeownership (“lease to own”) projects • Affordable rental-to-cooperative projects <p><u>Homeownership</u>: Units must be sold to households at or below 80% of AMI. BAHFA will structure its financing with the expectation that Borrower will secure a first mortgage loan.</p> <p><u>Cooperative Conversion</u>: The average income of resident shareholders should not exceed 80% AMI, and income cap of 120% AMI shall apply for all households. Until such time that the CLT owner demonstrates approval of a conversion from traditional rental to a cooperative governance structure from all (100%) residents, CLT must operate the building as traditional rental. If the CLT anticipates the ability to secure approval from all residents for conversion, it must submit a proposed timeframe and resident engagement and training plan for the conversion, along with all resident and organizational documents supporting the conversion that BAHFA may reasonably request. BAHFA retains sole discretion to approve the conversion. Cooperative projects must establish ongoing training curriculum milestones to be met during regulatory agreement term, as set forth in the Regulatory Agreement, as well as training protocols for new residents who join the cooperative when units turn over.</p>
<p>Waivers</p>	<p>The Executive Director or designee may waive any of these terms, provided the Executive Director or designee finds such waiver is necessary to achieve the Program goals.</p>

<p>Application Process and Loan Commitment</p>	<p>Projects will be selected through an over-the-counter process subject to the release of a Notice of Funding Availability (NOFA) from BAHFA. Applications will be reviewed for completeness, project feasibility, and compliance with this Term Sheet. If multiple eligible projects are received on the same day, BAHFA will prioritize projects based on Program priorities (see attachment) as established in the NOFA.. After loan commitment, BAHFA will require a minimum of 90 days for a synchronized closing with a third-party construction-to-perm lender.</p>
<p>Application Requirements</p>	<p>Applicants must submit the following documents for BAHFA review:</p> <ol style="list-style-type: none"> 1) Project proposal and acquisition due diligence documents, including but not limited to: <ol style="list-style-type: none"> a. Purchase and Sale Agreement (or alternate form of site control, such as long term ground lease) b. Third-party, independent appraisal to be submitted within 60 days of the loan application with the following valuations: <ol style="list-style-type: none"> i. As-is value ii. As-improved value (for rehabilitation projects) iii. As-restricted and improved value c. Independent, third-party physical needs assessment, which shall include a 20-year capital needs schedule and associated costs (as inflated) d. Additional physical reports, e.g., wood-destroying pests; asbestos and lead; roof examinations; structural/seismic; sewer laterals; electrical; plumbing; elevator; any others recommended in property inspection report e. Zoning analysis f. Environmental review documents (e.g., Phase 1 and, as applicable, Phase 2, lead and asbestos survey, etc.) g. Preliminary Title Report

	<ul style="list-style-type: none"> h. ALTA Survey (this requirement may be waived for small projects) i. Rent roll and all other seller-provided documentation, including, e.g., existing operating expenses, utility payment information, property improvement information j. Income certifications, if available k. Subordination Non-Disturbance and Attornment (SNDA) for commercial tenants, as applicable l. Building plans and specifications, as applicable <p>2) Project financing documents, including:</p> <ul style="list-style-type: none"> a. Sources & Uses budget b. Rehabilitation scope c. Operating budget d. 20-year cash flow <p>3) Development Team Documents, including:</p> <ul style="list-style-type: none"> a. Current year unaudited financials b. Prior two years of Applicant’s audited financials c. Organizational documents: <ul style="list-style-type: none"> i. Firm description ii. Leadership & governance (Board, Committees, profile of leadership) iii. Key staff resumes iv. Strategic planning documents (if available) v. Annual Report (if available) vi. Schedule of real estate owned and projects under construction (if any) d. As applicable, description of Project architect; general contractor; and property manager
<p>Contact Information</p>	<p>Somaya Abdelgany Preservation Program Coordinator Bay Area Housing Finance Authority sabdelgany@bayareametro.gov</p>

ATTACHMENT C



BAY AREA HOUSING FINANCE AUTHORITY
REAP 2.0 Priority Site Pilot Program
DRAFT Terms and Underwriting Guidelines

<p>Program Description</p>	<p>To be funded with an anticipated \$28M in Regional Early Action Planning (REAP 2.0) Grant funding from the California Department of Housing and Community Development (HCD), the Priority Sites Program provides low-interest loans to developers and public agencies for predevelopment activities necessary to advance development projects that provide deed-restricted affordable homes on sites identified by the Metropolitan Transportation Commission and Association of Bay Area Government as Priority Sites.</p> <p>For more information on eligibility requirements for Priority Sites and nomination procedures, go to the Priority Sites website. Typically, a Priority Site will be nominated in advance of an application for predevelopment funding, but sites can also be nominated concurrently with an application.</p> <p>In accordance with HCD’s REAP 2.0 Objectives, projects funded through this program will:</p>
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	<ul style="list-style-type: none"> • Accelerate infill development that facilitates housing supply, choice, and affordability • Affirmatively further fair housing • Reduce vehicle miles traveled
<p>Eligible Borrowers</p>	<p>Eligible borrowers include:</p> <ul style="list-style-type: none"> • Project sponsor with an entitled development project with at least 100 new housing units on an eligible Priority Site, with the following provisions: <ul style="list-style-type: none"> - For mixed-income projects, inclusion of a non-profit partner able to secure a welfare tax exemption for all eligible affordable units. Applicants must demonstrate active participation of the non-profit partner in the development process documented by a Memorandum of Understanding (MOU) that specifies the non-profit partner’s role (e.g. responsibility for community outreach, participation of a project manager in financing and entitlements). - For 100% affordable housing projects, applicants must demonstrate the experience necessary to submit competitive applications for all proposed sources of permanent funding and compliance with Article XXXIV of the California Constitution, if applicable. • Public agency that owns land on which project will be built.
<p>Eligible Uses</p>	<p>All funds must be used to advance an affordable housing project that meets the eligibility criteria. Eligible expenditures include:</p> <ul style="list-style-type: none"> • Architectural and engineering services, entitlement and permitting fees, legal expenses, environmental review and other approved predevelopment activities required to accelerate construction commencement • Construction of affordable housing or infrastructure required to complete the affordable housing described in the application

	<ul style="list-style-type: none"> • Acquisition of land required for an affordable housing project
<p>Eligible Projects</p>	<p>All the following:</p> <p><u>Location.</u> Project must be located on a Priority Site that has been previously nominated or is nominated concurrently with the project application. A nomination portal for Priority Sites will be established prior to the release of a NOFA for the funding associated with this Term Sheet.</p> <p><u>Site Control.</u> Lead applicant must have one of the following forms of control over project site:</p> <ul style="list-style-type: none"> • Fee simple ownership • An executed lease agreement or lease option for the duration of the proposed term of the permanent financing • An executed disposition and development agreement between the borrower and a public agency • A valid, current, enforceable purchase and sale agreement (PSA) or option agreement (Option), with terms that provide transactional control for the Applicant. Predevelopment funding for PSA or Option transactions may be committed but not disbursed until acquisition closing. • Exclusive Negotiating Rights Agreement (ENRA), with ENRA terms both within the control of the Applicant and subject to a milestone schedule that the Executive Director or designee determines in their sole discretion reasonably enables construction commencement within 5 years. <p><u>Entitlements.</u> One of the following:</p> <ul style="list-style-type: none"> • Entitlements secured. The affordable housing component of the project, and any other components of the project seeking funding, have been fully entitled; or • If the project has not been fully entitled, both of the following: <ul style="list-style-type: none"> - Eligibility for, and demonstrated commitment to submit an application for entitlements pursuant to permit streamlining; and

	<ul style="list-style-type: none"> - Conformance with zoning or is eligible for concessions or waivers under local/state legislation, e.g., State Density Bonus Law. <p><u>Financing Plan.</u> Financing plan with demonstrated financial feasibility, including, as applicable:</p> <ul style="list-style-type: none"> • Competitiveness for proposed state funding applications; • Commitments of financing from local jurisdictions; • Equity contribution commitments; • Reasonable terms for proposed debt leveraging; and • Feasible assumptions regarding market conditions, development timeline, and affordability levels <p><u>Affordability.</u> A minimum of 25% of housing units shall be deed-restricted affordable to low- income households, at or below 80% of the area median income (AMI).</p> <p><u>Accessibility and Mobility.</u> The deed-restricted affordable housing shall include:</p> <ul style="list-style-type: none"> • Mobility features for a minimum of 15% of units • Communications features for a minimum of 10% of units <p>Developers must prioritize leasing of accessible units to households in need of those features.</p>
<p>Loan Terms</p>	<p><u>Maximum Loan Amount:</u> Up to \$3,000,000, depending on need and the availability of other funds. Borrowers demonstrating financial need coupled with the ability to commence construction within 24 months may borrow up to \$5 million.</p> <p><u>Interest Rate:</u> 3.0% simple per year. However, the Executive Director or designee will evaluate project-specific loan terms with the intent of maximizing financing leveraging (see below for additional information regarding potential permanent financing terms).</p> <p><u>Lien priority.</u> BAHFA requires first lien priority for its occupancy deed restriction. In their sole discretion,</p>

	<p>the Executive Director or designee may agree to subordinate the restriction if Borrower demonstrates and the Executive Director or designee finds that subordination is necessary to secure financing and if such subordination furthers the goal of creating permanent affordable housing.</p> <p><u>Loan Term</u>: 3-5 years, with repayment due at construction loan closing, with the following additional provisions:</p> <ul style="list-style-type: none">• For 100% affordable projects, including those that are individual developments:<ul style="list-style-type: none">- Projects able to repay the loan in full at construction loan closing will be prioritized; or- For Projects demonstrating need, readiness, and beneficial community impact, funding may be converted to permanent financing, with the term co-terminus with other leveraged sources term restrictions, such as Low Income Housing Tax Credits (LIHTC).- Loans BAHFA approves as permanent financing will be structured as residual receipts debt with a 3% simple interest rate, though BAHFA may adjust the rate as appropriate depending on capital account and residual debt analysis needs.• For Mixed-income projects:<ul style="list-style-type: none">- For projects where more than 25% but less than 40% of all units are deed-restricted affordable, and where the predevelopment funding will assist both affordable and market-rate housing, repayment of principal and interest is due at construction loan closing; or- For projects where more than 40% but less than 100% of all units are deed-restricted affordable, BAHFA will consider structuring the loan as permanent financing, with additional terms such as interest rate and repayment obligations to be established in the Executive Director or designee's sole discretion, provided there is a demonstrated furtherance of the goals of this Program.
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Additional Loan Terms	<p><u>Affordability</u>: As described above, BAHFA will consider projects with a range of affordability. Priority considerations include:</p> <ul style="list-style-type: none">• Beneficial Impact: Projects that provide the highest share of affordable units and highest number of units affordable to extremely low- and very low-income households.• Financial Feasibility: Project unit mix must demonstrate feasibility, whether through cross-subsidies, average area median income (AMI), or access to operating subsidies. <p><u>Displacement</u>: No displacement of existing residents shall occur.</p> <p><u>Temporary Relocation</u>: If the borrower must temporarily relocate tenants for the purpose of developing the proposed project:</p> <ul style="list-style-type: none">• Temporary relocation shall not exceed 12 months unless approved by the Executive Director or designee. Permanent relocation is prohibited.• The borrower shall provide temporary housing that is decent, safe, sanitary and of comparable size to and within the vicinity of the relocated tenant's dwelling unit as determined by the Executive Director or designee.• Tenants shall continue to pay the rent for their original unit, but shall bear no costs related to relocation, including:<ul style="list-style-type: none">○ Moving and packing expenses○ Any costs associated with the relocation dwelling that exceed their typical housing expenses (rent, utilities, other charges)
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<p>Community Engagement</p>	<p>Borrowers should include a narrative regarding their community engagement efforts to date, a description of community response and support (as applicable), any identified community concerns, and plans for ongoing engagement.</p>
<p>Underwriting and Financing Assumptions</p>	<p>BAHFA will apply industry standard underwriting in its evaluation of applicant’s proposed financing plan, including, but not limited to:</p> <ul style="list-style-type: none"> • The project’s competitiveness for proposed but unsecured funding • Assumptions regarding conventional debt rates, terms, coverage ratios, and other repayment obligations • Assumptions regarding project income, including commercial income assumed to cross-subsidize residential construction; income and operating expense inflators; and rent levels proposed relative to affordable housing funding requirements and market conditions. • Operating expense assumptions • Reserves funding, both capitalized and cash-flow funded • Surplus cash allocations
<p>Compliance</p>	<p><u>Regional Early Action Planning Grant:</u></p> <p>The applicant must agree to comply with all applicable Federal, State, and local laws, orders, and regulations prohibiting housing discrimination as well as all applicable laws and regulations governing construction, land use, and building operations.</p>
<p>Waivers</p>	<p>The Executive Director or Designee may waive any of these terms, provided the Executive Director or</p>

	<p>designee finds such waiver is necessary to achieve the Program goals.</p>
<p>Application Process and Loan Commitment</p>	<p>Projects will be selected through a competitive process subject to the release of a Notice of Funding Availability (NOFA) from BAHFA. Applications will be reviewed for completeness, project feasibility, and compliance with this Term Sheet. BAHFA will prioritize projects based on Program priorities as established in the NOFA.</p>
<p>Application Requirements</p>	<p>Applicants must submit the following information through the Priority Sites application portal:</p> <ol style="list-style-type: none"> 4) Up to 3-page narrative describing the project vision, partnerships, and impact. 5) Project timeline, including dates projected for each phase of development, as applicable. 6) Development program, including but not limited to, total unit count, share of units that are deed-restricted by income level, non-residential floorspace, and any community-serving facilities. 7) Project proposal and acquisition due diligence documents, including but not limited to: <ul style="list-style-type: none"> • Site control documentation • As applicable, a third-party, independent appraisal of the land and/or existing improved site, with a date that provides currency of value. • Entitlement documentation, including all planning documents submitted and approved; demonstration of zoning conformity or variance application approval; density bonus application (as applicable); streamlining applications submitted and/or approved (as applicable) • Environmental review documents (e.g., Phase 1, Phase 2, and any additional environmental review) • Preliminary Title Report • ALTA Survey Building plans and specifications, as applicable

	<p>8) Project financing documents, including:</p> <ul style="list-style-type: none">• Detailed Sources & Uses Development budget indicating:<ul style="list-style-type: none">i. All capital costs, with commercial and residential development costs shown separatelyii. The status of each source of proposed funding (i.e., committed, projected, application submitted, etc.), and basic terms (e.g., projected interest rate, loan term)• 20-year cash flow projection, showing all debt service payments and surplus cash allocations• Year 1 Operating budget, including reserves funding• Additional budget documents necessary to achieve the development program, e.g., services funding and operating subsidy sources and assumptions• Jurisdictional support documents, as applicable (e.g., letters of financial commitment) <p>9) Development Team Documents. For each principal member of the development team (e.g., managing general partner, equity partners, developer(s), include:</p> <ul style="list-style-type: none">• Current year unaudited financials• Prior three years of Borrower's audited financials• Organizational documents:<ul style="list-style-type: none">i. Firm descriptionii. Leadership and governance (Board, Committees, profile of leadership)iii. Key staff resumesiv. Strategic planning documents (if available)v. Annual Report (if available)vi. Schedule of real estate owned and projects under construction (if any)vii. MOU with non-profit partner, if applicable• Project architect resume and sample completed projects
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	<ul style="list-style-type: none">• Additional principal design consultants' resumes and sample completed projects (e.g., landscape architect)• General contractor resume and sample completed projects• Property manager resume and sample projects under management. <p>10) CEQA Compliance. Documentation that the project will be exempt from review as required by the California Environmental Review Act or a CEQA determination from the lead agency.</p>
Contact Information	<p><u>For questions regarding term sheet:</u> Somaya Abdelgany Priority Sites Program Coordinator Bay Area Housing Finance Authority sabdelgany@bayareametro.gov</p> <p><u>For questions regarding Priority Site eligibility and nomination:</u> Mark Shorett Principal Planner Association of Bay Area Governments & Metropolitan Transportation Commission mshorett@bayareametro.gov</p>



Transit and Intercity Rail Capital Program - All Cycle 5 Projects

Project Number	Applicant	Project Title	Project Description	Award Amount	Total Project Cost
CYCLE 5					
1	Anaheim Transportation Network (ATN)	ATN FAST (Family of Advanced Solutions for Transit)	Creates a zero-emission transit ecosystem that offers end-to-end solutions for residents, employees and the global audience drawn by tourism/convention centers and the LA 2028 Summer Olympics events. Project components include (1) purchase of 7 zero-emission battery electric vans to implement a new service connecting John Wayne Airport to Anaheim, (2) purchase of 10 electric vehicles and associated infrastructure to expand on-demand micro transit services into new neighborhoods and service areas, (3) purchase of 15 zero-emission buses to replace existing buses and augment existing routes, including installation of photovoltaic electricity generation at two facilities, and (4) purchase of 10 additional zero-emission buses for a new east/west connector service.	\$22,778,000	\$48,433,722
2	Antelope Valley Transit Authority (AVTA) with Antelope Valley Schools Transportation Agency (AVSTA)	Sweet Home Antelope Valley, Where the Skies are so Blue	Purchase of 6 zero emission microtransit buses to augment existing microtransit services and expand the service area, purchase 6 zero-emission school buses (in partnership with the Antelope Valley School Transportation Agency), and implements associated charging infrastructure.	\$4,829,000	\$10,866,505
3	Bay Area Rapid Transit District (BART)	East Bay Transit-Oriented Development Mobility Enhancement Project	Construction of essential transportation infrastructure at the Lake Merritt, El Cerrito Plaza and West Oakland BART stations to support transit-oriented development that will result in over 2000 new homes being built, with at least 30% affordable housing. The project components support significant ridership increases and vehicle miles traveled reductions at locations where BART has capacity to grow, contributing to neighborhood and district vitality and creating places offering a mix of uses and serving households of all income levels.	\$49,000,000	\$76,900,000
4	Capitol Corridor Joint Powers Authority (CCJPA), with City of Sacramento, Sacramento Area Council of Governments (SACOG), Sacramento Regional Transit District (SacRT), & Downtown Railyards Venture, LLC (DRV)	Sacramento Valley Station (SVS) Transit Center: Priority Projects	Delivers a set of interrelated projects to introduce better connectivity between modes at the Sacramento Valley Station (SVS), and redesigned commuter and intercity bus service to the SVS and Downtown Sacramento, that will increase ridership on both trains and buses. Project elements include design of a new bus mobility center to facilitate convenient transfers between modes, realignment of existing light rail tracks and construction of a new platform, construction of a new cycle track on H Street to improve access to the station, and construction of a new pick-up and drop-off loop. Also includes a new regional bus layover facility on X Street between 6th Street and 8th Street, and supports the consolidation of downtown regional bus routes between Richards Boulevard, Railyards Boulevard, SVS, and the future Midtown Amtrak San Joaquin and Altamont Corridor Express station.	\$49,865,000	\$95,050,000



Transit and Intercity Rail Capital Program - All Cycle 5 Projects

Project Number	Applicant	Project Title	Project Description	Award Amount	Total Project Cost
5	City of Cupertino with the City of Santa Clara	South Bay Microtransit Expansion	Implementation of expanded and zero-emission, on-demand microtransit service using 12 vehicles, connecting key locations in the City of Cupertino and extending to Santa Clara. Service expansion will focus on offering improved connections from rail and train stations to job centers and other destinations, facilitating greater use of transit for longer multimodal trips.	\$8,465,000	\$16,931,283
6	City of Glendale and Arroyo Verdugo Communities	Making a Beeline for Electrification - City of Glendale and Arroyo Verdugo Communities Zoom towards Cleaner Transportation	Project purchases 27 battery-electric buses for replacement and expansion, allowing for reduced headway service on two routes and a new route to connect the Glendale Transportation Center with Glendale Community College, and completing the transition to zero-emission for the Arroyo Verdugo Transit Operators, serving Glendale, La Cañada Flintridge, La Crescenta and Montrose. Also includes design and construction of a new parking deck to accommodate associated infrastructure and a photovoltaic canopy. Lastly, it provides upgrades to 400 bus stops, contactless payment options and a new smart phone application for riders.	\$34,648,000	\$46,843,458
7	City of Oakland	Oakland Waterfront Mobility Hub	Project implements a suite of transportation improvements aimed at improving access to the historic waterfront and provide new connections to several underserved communities. Specific components include installation of bus-only lanes, improvement of intersection safety across freight and passenger rail tracks, expansion of an existing bus layover facility to include a transit center, and bike and pedestrian improvements along key corridors.	\$10,732,000	\$10,732,000
8	City of Torrance	The Regional Connectivity Improvement Bus Program	Purchase of 10 zero-emission electric buses and associated charging infrastructure to replace CNG and gas buses and implement service expansion between the City of Torrance and Downtown Los Angeles. Buses will be deployed in more frequent service on key routes, including services that will take advantage of bus priority lanes.	\$9,600,000	\$12,000,000
9	City of Wasco	City of Wasco Improving Air Quality and Economic Growth with Bus Electrification	Purchase of 3 zero-emission buses that will support Wasco's local Dia-a-Ride shuttle services to expand service to affordable housing projects and expand overall service availability by 50%.	\$1,000,000	\$1,543,000
10	Contra Costa Transportation Authority (CCTA) with County Connection and Livermore Amador Valley Transportation Authority (LAVTA)	I-680 Express Bus Program	Implementation of a new zero-emission express bus service along the I-680 corridor between the Martinez Amtrak station and the Dublin/Pleasanton BART station, extending in peak periods to the Pleasanton ACE station. Includes purchase of 6 zero-emission buses, construction of associated fueling infrastructure at key maintenance facilities, construction of a shared mobility hub at Bollinger Canyon Road, testing and training at GoMentum Station on part-time transit lanes/transit bus on shoulder operations, and development of an integrated transit plan for Contra Costa County.	\$14,460,000	\$63,492,500



Transit and Intercity Rail Capital Program - All Cycle 5 Projects

Project Number	Applicant	Project Title	Project Description	Award Amount	Total Project Cost
11	Fresno County Rural Transit Agency (FCRTA)	Fresno County Rural Transit Agency Resiliency Hub	Construction of a 'resiliency hub' that includes 4 inductive charging stations, solar back-up battery energy storage, and a solar electric vehicle charging station to support the electric bus fleet and EV micro transit services of Fresno County. Implementation of the project will result in longer bus routes being offered with electric vehicles, and a doubling of service hours that can be offered with the microtransit fleet.	\$6,175,000	\$6,862,025
12	Humboldt Transit Authority (HTA)	Expanding Transit Services and Introducing Zero-Emission Fleets on California's North Coast	Procure 11 hydrogen fuel cell electric buses, design and install a hydrogen fueling station to provide fuel for the buses and for private and other fleet vehicles, and design and construct an intermodal transit and housing center. The buses will serve the local Trinidad to Scotia route as well as a new intercity route to Ukiah, connecting riders to Mendocino County and south to the SMART train and the San Francisco Bay Area. The hydrogen station and transit and housing center will both be located in low-income census tracts in downtown Eureka, the Humboldt County seat and largest city.	\$38,743,000	\$65,155,000
13	Los Angeles County Metropolitan Transportation (LA Metro)	Los Angeles Nextgen and Zero Emission Bus Implementation Project	Purchases 261 zero emission buses and supportive infrastructure to deploy on LA Metro's Tier 1 and Tier 2 routes from Divisions 9 and 18, as well as the J (Silver) Line. Project also includes corridor improvements on high frequency bus corridors (many shared with other transit agencies), including bus-only lanes, transit signal priority, bus bulbs and boarding islands, bus shelters, and real-time passenger information.	\$177,500,000	\$469,580,000
14	Monterey-Salinas Transit District (MST) and Transportation Agency for Monterey County (TAMC)	<i>SURF!</i> Busway and Bus Rapid Transit	Construction of a dedicated Bus Rapid Transit (BRT) busway that will parallel Highway 1 between the cities of Marina and Seaside and allow MST to operate in the TAMC-owned Monterey Branch Line right of way. The project will reduce travel time during peak morning and afternoon congested periods and connect the rapidly growing housing centers in the City of Marina with the commercial and hospitality jobs on the Monterey Peninsula.	\$25,000,000	\$58,839,059
15	Sacramento Regional Transit District (SacRT)	Fleet Modernization Project	Purchase of 8 new low-floor light rail vehicles to further expand low-floor light rail operations, resulting in faster train journeys, optimized boarding, increased safety and increased capacity.	\$23,600,000	\$47,200,000
16	San Diego Metropolitan Transit System (SDMTS)	Zero-Emission Transit Enhancement Project	Enhancement project consists of three elements: 1) Crossing, signaling, and passenger information improvements to the Orange Line, 2) Rehabilitation of the 12th and Imperial Transit Center, and 3) Construction of overhead charging infrastructure at the Imperial Avenue Division facility. The project will allow for faster train speeds, increased reliability, improved safety and better customer communications, and support MTS in achieving full zero emission bus operations by 2040.	\$33,544,000	\$41,930,000



Transit and Intercity Rail Capital Program - All Cycle 5 Projects

Project Number	Applicant	Project Title	Project Description	Award Amount	Total Project Cost
17	San Francisco Bay Area Water Emergency Transportation Authority (WETA)	San Francisco Zero Emissions High-Frequency Ferry Network	Purchase of two all-electric ferry vessels and the necessary shoreside charging infrastructure to support the electric ferry system, completing efforts to link Mission Bay and Treasure Island to Downtown San Francisco with zero emission ferries that also connect to the rest of the WETA network.	\$14,946,000	\$157,227,330
18	San Francisco Municipal Transportation Authority (SFMTA)	SFMTA Core Capacity Program	Implements the Muni Forward program on three key corridors (K, N and the 38R Geary lines) to enhance reliability, efficiency, travel times and rider comfort. Also invests in Phase 0 and 1 of the Train Control Upgrade Project, including upgrades from Embarcadero and 3rd Street to Muni Metro East, improving the reliability of the overall Muni Metro service up to a key location of current system delay.	\$116,076,000	\$378,291,062
19	San Joaquin Regional Rail Commission (SJRRRC) & San Joaquin Joint Powers Authority (SJJPA)	Valley Rail Expansion: Altamont Corridor Express (ACE) Ceres to Turlock Extension	Extends ACE from Ceres to Turlock, which is an interim phase of the Ceres to Merced extension. Includes a new Turlock Station and layover track, and provides a direct connection with Turlock Transit.	\$57,018,000	\$163,718,081
20	Santa Barbara Metropolitan Transit District (SBMTD)	Next Wave: Expanding MTD's Electric Legacy on the South Coast	Purchases eight battery-electric buses and 3 electric microtransit vans, continuing fleet conversion and allowing expansion of microtransit service into additional zones serving the City of Goleta, UC Santa Barbara, and the Goleta rail station. Funds general transit improvements including signal priority, contactless payment deployment, additional bike racks, and bus shelter improvements, and constructs facility improvements at two terminals including the construction of new ZEB infrastructure.	\$14,480,000	\$33,041,520
21	Sonoma County Transportation Authority (SCTA) with Petaluma Transit, Santa Rosa CityBus, Sonoma County Transit, Sonoma Marin Area Rail Transit (SMART) and Mendocino Transit Authority	Sonoma Regional Bus and Rail Connectivity Improvements	Includes the purchase of 30 zero emission buses and associated charging infrastructure and passenger amenities for Petaluma Transit, Santa Rosa CityBus and Sonoma County Transit, construction of the SMART Petaluma North commuter rail station, and improved network integration among all application partners and other transit operators in Sonoma County, including contactless payment equipment for Mendocino Transit Authority.	\$24,825,000	\$53,769,000
22	Southern California Regional Rail Authority (SCRRA - Metrolink)	Metrolink Perris Valley Line Capacity Improvements	Completes the final design and construction of three capacity improvements on Metrolink's 91/Perris Valley Line (91/PVL) that allow for bi-directional, peak-period service to be increased: 1) Perris-South Station Expansion, 2) Perris-South Layover 4th Track, and 3) CP Eastridge to Moreno Valley/March Field Double Track.	\$25,042,000	\$57,042,279
23	Tulare County Regional Transit Agency (TCRTA)	Tulare Cross-Valley Corridor ZEB Expansion	Supports the phased development of an east-west Cross Valley Corridor by purchasing 14 zero-emission feeder buses in multiple cities in and along the corridor (as well as 16 micro-transit vehicles to be operated in selected cities) that will provide comprehensive access to the future rail system for all these communities and will connect to the California High Speed Rail system.	\$33,769,000	\$53,702,693
				\$796,095,000	\$1,969,150,517



**Transit and Intercity Rail Capital Program
Fifth Round Selected Projects – Project Detail Summary
July 7, 2022**

Total Funding Awarded:

\$796.1 million awarded towards 23 projects, totaling \$1.97 billion of total project cost.

Estimated 4,333,000 metric tons of CO₂e (MTCO₂e) reduced

All projects are located within disadvantaged communities or low-income communities and contribute direct, meaningful, and assured benefits to disadvantaged communities, low-income communities, or low-income households (also referred to as Priority Populations)

1. Anaheim Transportation Network (ATN)

Project: ATN FAST (Family of Advanced Solutions for Transit): Revolutionizing Transit for a Global Audience

Award: \$22,778,000

Total Budget: \$48,433,722

Estimated TIRCP GHG Reductions 159,000 MTCO₂e

(Additional project benefits accrue to the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program, which is anticipated to contribute \$420,000 to the project)

This project will create a complete, zero-emission transit ecosystem that offers end-to-end solutions for residents, employees and the global audience drawn by tourism/convention centers and the future LA 2028 Summer Olympics events. The project has multiple components:

- (1) Fills an immediate need by acquiring 7 zero-emission battery electric vans to launch a new service (EVE – Everyone Ventures Everywhere) that connects John Wayne Airport to both the convention center and the Anaheim Regional Transportation Intermodal Center (ARTIC).
- (2) Improves first/last mile connectivity by purchasing 10 electric vehicles and associated infrastructure to expand the successful FRAN (Free Rides Around the Neighborhood) microtransit service into new neighborhoods in Anaheim and in new partnerships with the City of Orange, Chapman University and CHOC Children’s Hospital.
- (3) Completes the transition of ART (Anaheim Regional Transportation) to a 100% zero emission fleet by purchasing 15 zero-emission buses to replace existing buses and augment existing routes and installing photovoltaic electricity generation at two facilities.
- (4) Addresses current and growing transit needs through creation of a new, state-of-the-art transit service (ANNA – Advancing Neighborhood Networks for All) that links planned high density developments with key employment and entertainment destinations, including the purchase of 10 additional zero-emission buses.

Priority populations will directly benefit from the improved service as 92 of the 104 census tracts located in the project area are in a disadvantaged or low-income community. Implementation of zero-emission service will also have direct air quality benefits for a region that is in an extreme nonattainment area for ozone and a serious maintenance area for carbon monoxide.

The project will significantly improve connectivity by enhancing the frequency of service to ARTIC, where connections can be made to Metrolink, Pacific Surfliner and future High Speed Rail trains. The project will also invest in integrated, contactless payments and trip planning in partnership with the California Integrated Travel Project.

Project is expected to be completed by 2027.

Key Project Ratings:	
Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	Medium
Project Readiness:	High
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	High
Housing Co-Benefits:	Medium

2. Antelope Valley Transit Authority (AVTA) with Antelope Valley Schools Transportation Agency (AVSTA)

Project: Sweet Home Antelope Valley, Where the Skies are so Blue

Award:	\$4,829,000
Total Budget:	\$10,866,505

Estimated TIRCP GHG Reductions **139,000 MTCO₂e**
(Additional project benefits accrue to the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program, which is anticipated to contribute \$1,548,000 to the project)

This project will build upon AVTA’s successful transition to a 100% zero emission fleet by extending a zero-emission microtransit service into some of the most transit-vulnerable communities in the region. It also partners with AVSTA to acquire the land immediately adjacent to AVTA and AVSTA and develop new shared, solar-powered bus charging infrastructure that supports both AVTA and AVSTA fleets. The project includes purchase of 6 AVTA microtransit vehicles for expansion service, as well as 6 AVSTA zero emission school buses that will replace aging diesel buses, reducing exposure to diesel particulate matter and its associated health risks for children of the Antelope Valley.

The project will directly benefit disadvantaged communities in a region that is heavily pollution-burdened. Of the priority populations that will see benefits, all are in the top 80th percentile in pollution burden. Implementation of zero emission vehicles and expanding a popular zero emission microtransit service will have clear air quality benefits.

The microtransit service will significantly improve connectivity between the expanded service communities and key intermodal hubs served by both fixed route bus and Metrolink services.

Project is expected to be completed by 2024.

Key Project Ratings:	
Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium-Low
Service Integration:	Medium
Improves Safety:	Medium-High
Project Readiness:	High
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium-High
Housing Co-Benefits:	Medium-Low

3. Bay Area Rapid Transit (BART)

Project: East Bay Transit-Oriented Development Mobility Enhancement Project

Award: \$49,000,000
Total Budget: \$76,900,000

Estimated TIRCP GHG Reductions: 242,000 MTCO_{2e}

This project constructs essential transportation infrastructure at the Lake Merritt, El Cerrito Plaza and West Oakland BART stations to support transit-oriented development (TOD) that will result in over 2000 new homes being built, with at least 30% affordable housing. With all three developments “shovel-ready,” the projects include parking reduction and consolidation (in combination with on-street parking management), freeing up property to enable TOD, as well as bike and pedestrian improvements, transit center improvements, replacement of BART’s uninterruptable power supply, new public spaces, and amenities supporting the passenger experience. The projects will support significant ridership increases and vehicle miles traveled (VMT) reductions, as well as multi-modal transportation access. Ridership growth will be encouraged at locations where BART has capacity to grow, and the projects will contribute to neighborhood and district vitality, creating places offering a mix of uses and serving households of all income levels.

Improvements at each location include the following:

- (1) El Cerrito Plaza TOD – Consolidation of off-street parking into a 150-space parking garage with electric vehicle charging facilities, that allows 600-800 apartments to be constructed on the existing surface lot, with 37% of the units being affordable housing that services households with incomes up to 60% of the Area Median Income (AMI). Also includes on-street parking management implementation that will include demand-based, zone-based pricing to ensure parking availability and reduce the traffic impact of unregulated parking. Includes a bike station for at least 350 bicycles for BART riders, with a design that accommodates many types of bikes such as cargo bikes, adaptive bikes and e-bikes, to encourage families, seniors, and people with mobility challenges to shift from driving cars to parking bikes at BART. Includes enhancements to the Ohlone Greenway, with new connections to the east side of the station, creating attractive and safe biking and pedestrian access to BART while minimizing conflicts with motorized vehicles, as well as a half-mile protected bikeway

to provide a safe and comfortable connection for residents and commuters to the San Pablo commercial corridor, the Ohlone Greenway and the residential neighborhoods to the east. Finally, includes Oak Street extension to prioritize transit connectivity and consolidate bus lanes on one side of the station, including traffic calming measures.

- (2) Lake Merritt TOD – Part of a master planned program that includes more than 550 new homes in three residential buildings, of which more than 40% will be below market rate, and affordable to households from 30% AMI to 120% AMI, with deeply targeted homes for seniors and large families. The master plan also includes commercial space (some below market, and including childcare), as well as a paseo on top of the BART tunnel that bisects the site, visually connecting to two linear blocks of open space to the BART Plaza and Madison Square Park towards Chinatown. Includes BART purchase of two additional rail cars to increase service above pre-pandemic levels, replacement and relocation of the Uninterruptable Power Supply system for BART, design and construction of the intermodal plaza and public paseo, and numerous bicycle and pedestrian improvements on Oak and Fallon Streets including bike/ped signal enhancements and two-way protected bike lanes.
- (3) West Oakland TOD – Specific plan includes demolition of the existing 385-space surface parking lot, construction of new mid-rise and high-rise buildings with 762 residential units plus office space and ground floor retail (one-third of residential units will be affordable serving households below 30% AMI). Builds bicycle and pedestrian improvements including new cycle tracks on 7th and Mandela Streets, an 18th Street Bikeway, and a new bike station with attendant for up to 350 bikes.

This project is receiving part of its funding match from the Strategic Growth Council’s Affordable Housing and Sustainable Communities program.

Expected completion dates are: West Oakland (2025), Lake Merritt (2026) and El Cerrito Plaza (2029). Due to the extended timeline for project delivery that goes beyond this cycle’s 5-year program (completion date: 2029), the project is expected to receive funding over the life of the implementation schedule.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium-High
Service Integration:	Medium
Improves Safety:	High
Project Readiness:	Medium-High
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	High
Priority Population Benefits:	High
Housing Co-Benefits:	High

4. Capitol Corridor Joint Powers Authority (CCJPA), with the City of Sacramento, Sacramento Area Council of Governments (SACOG), Sacramento Regional Transit District (SacRT), and Downtown Railyards Venture, LLC (DRV)

Project: Sacramento Valley Station (SVS) Transit Center: Priority Projects

Award: \$49,865,000

Total Budget: \$95,050,000

Estimated TIRCP GHG Reductions: 156,000 MTCO_{2e}

This project delivers a set of interrelated projects to introduce better connectivity between modes at the Sacramento Valley Station, as well as redesigned commuter and intercity bus service to the SVS and Downtown Sacramento, that will increase ridership on both trains and buses. Project elements include design of a new bus mobility center to facilitate convenient transfers between modes, realignment of existing light rail tracks and construction of a new platform, construction of a new cycle track on H Street to improve access to the station, and construction of a new pick-up and drop-off loop.

The light rail tracks will be realigned into a loop with a new north-south oriented platform just south of the Steve Cohn Passageway entrance (about 450 feet closer to the rail tracks than currently, and only 100 feet from the future Bus Mobility Center), as well as a new double track alignment from the new platform to the intersection of F Street and 6th Street. The construction of the new pick up and drop off loop at the station will allow more efficient transfers. The project includes installation of a new storm drain trunk line which will enable new transit-oriented development on key parcels next to SVS.

A new regional bus layover facility will be built in a 2-block portion of X Street between 6th and 8th Street. The proposed facility will allow buses to layover in Sacramento between runs, improving bus efficiency and reducing vehicle miles traveled, as well as fossil fuel consumption. Initial users of the facility are expected to include El Dorado Transit, Galt-Sacramento SCT Link, Placer Transit, Roseville Transit, San Joaquin RTD, and Yuba-Sutter Transit.

The project will also support the consolidation of downtown regional bus routes, building on the study SACOG completed with 2020 TIRCP funding. Construction of shared stops between SVS and the future Midtown Amtrak San Joaquin and Altamont Corridor Express station will be completed, including the reuse of seventeen bus shelters from the Temporary Transbay Terminal in San Francisco. This component will also complete an unfinished portion of 5th Street between Railyards Boulevard and North B Street as the most efficient connector for all north area buses to access the freeway to SVS and serve the new state office complex on Richards Blvd. That will provide the connectivity to implement 10 additional bus stops (5 northbound and 5 southbound) north of H Street. Commuter buses operated by Amador Transit, Butte Regional Transit, El Dorado Transit, Soltrans, Galt-Sacramento SCT Link, Placer Transit, Roseville Transit, San Joaquin RTD, Yolobus and Yuba-Sutter Transit will be routed along new shared northbound and southbound routes. This work will complement SacRT's TIRCP-funded network integration to better integrate its

service with intercity rail at both SVS and the future Midtown station.

The project will also purchase and install contactless EMV readers coordinated with the California Integrated Travel Project on rail and bus vehicles to allow fares to be collected through contactless bank cards and mobile wallets.

Ridership at Sacramento Valley Station is also expected to be positively impacted by the city's housing policies, confirmed with a Pro-Housing designation by HCD, the first city to receive such a designation in the state. A significant amount of housing is expected to be added in the Railyards District, adjacent to the station area.

These plans will be developed in cooperation with many transit partners and agencies throughout the Sacramento region, and with additional technical assistance provided by the California Department of Transportation, in order to ensure integration of regional and interregional capital improvements and service.

Project is expected to be completed by 2025.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-High
Service Integration:	High
Improves Safety:	Medium-High
Project Readiness:	Medium
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	High
Priority Population Benefits:	Medium-High
Housing Co-Benefits:	High

5. City of Cupertino with the City of Santa Clara

Project: South Bay Microtransit Expansion

Award:	\$8,465,000
Total Budget:	\$16,931,283

Estimated TIRCP GHG Reductions: **76,000 MTCO₂e**

This project expands transit options for the South Bay community by expanding the existing microtransit service, called Via-Cupertino, to include the City of Santa Clara using a zero-emission vehicle fleet. Residents in Cupertino and Santa Clara currently lack access to end-to-end public transit and experience limited first-mile/last-mile (FMLM) connections, resulting in over-dependence on single-occupancy vehicles. The service expansion will focus on offering improved connections from rail and train stations to job centers and other destinations, facilitating greater use of transit for longer multimodal trips. The service will provide increased transit access to a SB 535 disadvantaged communities zone, as well as zones with high poverty, low public transit utilization and high senior population. In addition, the service

may be customized to serve priority populations by offering discounted or fare-free rides to those who are eligible. The cities will partner with Via Transportation to provide on-demand, dynamically routed microtransit shuttle service.

In the first phase, residents will have increased FMLM transit access to the South Bay’s transit hubs (including Caltrain, Capitol Corridor and VTA) as the service immediately transitions to zero emission service and expands its fleet from 9 to 12 vehicles (by the end of the second year of service). Residents in Cupertino and Santa Clara will be able to request on-demand trips to and from locations within the zone as well as to and from multiple points of interests outside of the zone including Sunnyvale Caltrain station; Kaiser Santa Clara; Rancho San Antonio; Mountain View Caltrain Station; Lawrence Caltrain Station; Santa Clara Caltrain Station; Amtrak Great American Station; and various VTA Light Rail Stations.

In the second phase, service will incorporate more square mileage in Santa Clara and will gradually increase the number of fleet vehicles to better serve highly transit-dependent populations. Phase 2 will launch in 2026 and will incorporate 6.5 more square miles (for a total of 26.5 square miles throughout the entire zone) and add 4 more vehicles (for a total of 16) to preserve efficiency of service.

This project will be implemented over a five-year period between 2023 and 2028 with funding provided over the life of the project.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium
Service Integration:	Medium
Improves Safety:	Medium
Project Readiness:	Medium-High
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium
Housing Co-Benefits:	Medium-Low

6. City of Glendale and Arroyo Verdugo Communities

Project: Making a Beeline for Electrification – City of Glendale and Arroyo Verdugo Communities Zoom towards Cleaner Transportation

Award:	\$34,648,000
Total Budget:	\$46,843,458

Estimated TIRCP GHG Reductions: **71,000 MTCO_{2e}**
(Additional project benefits accrue to the Low Carbon Transit Operations Program, which is anticipated to contribute \$197,000 to the project)

This project implements several recommendations from the Transit Fleet Electrification Feasibility Study for the Arroyo Verdugo Transit Operators that will allow the Glendale and La

Cañada Flintridge and the unincorporated areas of La Crescenta and Montrose to complete their transition to a zero-emission fleet and expand service. The study found that the current bus maintenance facility is undersized and cannot accommodate the infrastructure needed for a fully battery-electric fleet deployment, and that the best way to achieve this was to build a parking deck above the bus parking area to allow sufficient space for the charging equipment and employee parking. Such an investment will also make it possible for a later phase to seek funding to electrify the Burbank Bus fleet that may operate from the facility in the future.

The project will purchase 27 battery-electric buses (BEBs) for replacement and expansion, allowing for reduced headway service on two routes and a new route to connect the Glendale Transportation Center (serving Metrolink and Amtrak) to the Glendale Community College. It will also build a parking deck to accommodate infrastructure for BEB charging (installing 14 electric chargers), employee parking and a photovoltaic canopy (offsetting energy demand for the chargers). The project will install shelter and shade structures at 400 bus stops (with real-time bus arrival information at major stops), provide California Integrated Travel Project payment readers on Beeline buses for an added fare payment option and a real-time GTFS feed available to all trip planning apps and websites, provide an integrated bus technology system that includes Wi-Fi, stop announcements and security cameras, and provide a climate mobility and safety app to inform riders of GHG emission of transit modes while utilizing gamification to encourage interaction and change travel behavior.

The improved maintenance facility serving the zero emission vehicles will be in a disadvantaged community. Also, a significant number of census tracts that fall within the project area are heavily pollution-burdened, falling in the top 80th percentile of burdened communities. Project implementation will not only have important GHG reductions but also air quality benefits for the region.

The project will include network integration efforts with Burbank Bus, LA Metro (including its BRT and NextGen Bus implementation), Metrolink and Amtrak.

Project completion is expected by 2025.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-High
Service Integration:	Medium
Improves Safety:	Medium-Low
Project Readiness:	High
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	Medium
Priority Population Benefits:	High
Housing Co-Benefits:	Medium-High

7. City of Oakland

Project: Oakland Waterfront Mobility Hub

Award: \$10,732,000

Total Budget: \$10,732,000

Estimated TIRCP GHG Reductions: 10,000 MTCO_{2e}

This project implements a suite of transportation improvements aimed at reducing greenhouse gas emissions, strengthen linkages between local, regional, and intercity transit, support statewide goals around density and land use, and improve quality of life along Oakland's waterfront and downtown neighborhoods by improving access to the historic waterfront and provide new connections to several underserved communities. Specific components include delivering the 2nd Street Transportation Hub, the Clay Street Corridor improvements, and the 8th Street Corridor improvements, components of a larger project that includes a combination of bus-only lanes, improvement of intersection safety across freight and passenger rail tracks, expansion of an existing bus layover facility to include a transit center, bike, and pedestrian improvements along key corridors.

Specific funded components include:

- (1) 2nd Street Corridor: A new transportation hub on the south side of 2nd Street between Jefferson Street and Washington Street. New bus shelters, benches, pedestrian-scale lighting, landscaping, real-time transit arrival information, a staging and transition location for transit riders and bus operators, and concrete bus pads, with bus stops that have parallel pull-in designations adjacent to the existing Class 2 bike lanes. Space for shared micromobility, improved wayfinding signage, reconstructed and expanded sidewalks, and closure of the bike lane gap between Harrison and Alice through conversion of existing angled parking to back-in angle or parallel parking.
- (2) Clay Street Corridor: Enhancing pedestrian safety, comfort and access between the transportation hub and the ferry terminal by installing new sidewalk along Clay Street between Embarcadero West and 2nd Street with upgraded lighting, expanded sidewalks and narrowed vehicle access, as well as all-way stop controls at six intersections.
- (3) 8th Street Corridor: Better connect Lake Merritt BART, Chinatown, Washington Street, Jack London Square and Oak Street by removing sidewalk tripping hazards, daylighting intersections and driveways, installing permanent intersection crossing improvements for pedestrians and bicyclists at the 8th Street and Madison Street intersection, improving ADA-compliant passenger loading zones, adding bike racks, wayfinding and lighting.

Once implemented, the project will transform ridership, access, and connectivity between local, regional, and intercity transit in Downtown Oakland and surrounding densifying communities. In addition to improving access to Oakland's historic waterfront, this project will enhance physical connectivity between priority populations in Old Oakland, Chinatown, Downtown, and the Jack London District. Surveys indicate that 46% of residents in the project area commute by transit, which is nearly double the citywide rate of 24%

indicating a high rate of transit-dependent residents that would directly benefit from project implementation.

Collectively, these improvements connect Oakland’s neighborhoods while supporting statewide mode shift and sustainable community goals. The project capitalizes on Oakland’s planned commitments to improve mobility and is aligned with the City’s Transit First, Climate Emergency and Just Transition resolutions to reduce greenhouse gas emissions and vehicle miles travelled.

Project completion is expected by 2030. Due to the extended timeline for project delivery that goes beyond this cycle’s 5-year program, the project is expected to receive funding over the life of the implementation schedule.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium
Increased Ridership:	Medium
Service Integration:	High
Improves Safety:	High
Project Readiness:	Medium-High
Funding Leverage:	Low
Multi-Agency Coordination/Integration:	High
Priority Population Benefits:	High
Housing Co-Benefits:	Medium-High

8. City of Torrance

Project: The Regional Connectivity Improvement Bus Program

Award:	\$9,600,000
Total Budget:	\$12,000,000

Estimated TIRCP GHG Reductions: **51,000 MTCO_{2e}**

This project purchases 10 zero-emission electric buses and associated charging infrastructure to replace CNG and gasoline buses and implement service expansion to enhance Torrance Transit’s overall service spanning from the City of Torrance to Downtown Los Angeles, Downtown Long Beach, and surrounding South Bay regions. The project will improve connections to LA Metro light rail, Metrolink, and Amtrak. Specific service expansions include:

1. Line 4X (Express Service) expansion to weekday midday and Sunday service with 30-minute frequency. New weekday midday and Sunday service enhancements for Line 4X will improve connections to L.A. Metro light rail (A, B, C, D, E, J, and L Lines) as well as commuter and intercity rail with Metrolink and Amtrak services.

2. Rapid 3 (Limited Stop Service) expansion to midday service with 30-minute frequency. New midday service for Rapid 3 will also improve connections to L.A. Metro light rail at Carson Station and Amtrak bus service at the Downtown Long Beach Station.

Upon completion, the project expands service and improves reliability on two key routes that serve the cities of Torrance, Carson, Long Beach, and Los Angeles. The routes will link the planned West Carson TOD development with key destinations including Harbor-UCLA Medical Center, the Mary K. Giordano Regional Transit Center, and Downtown Long Beach.

Project completion is expected by 2027.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium
Service Integration:	Medium-High
Improves Safety:	Medium-High
Project Readiness:	Medium-High
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium-High
Housing Co-Benefits:	Medium-High

9. City of Wasco

Project: City of Wasco Improving Air Quality and Economic Growth with Bus Electrification

Award:	\$1,000,000
Total Budget:	\$1,543,000

Estimated TIRCP GHG Reductions: 1,000 MTCO₂e

(Additional project benefits accrue to the Low Carbon Transit Operations Program, which is anticipated to contribute \$149,000 to the project, as well as the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program, which is anticipated to contribute \$225,000 to the project).

This project purchases three medium electric shuttle buses and implements a contactless payment system that aligns with California Integrated Travel Project efforts. Deploying electric buses will enhance regional connectivity and support ridership growth by providing riders a sustainable clean transportation option while increasing county and state connections with Amtrak, Kern Regional Transit, and future high-speed rail. This project aligns with local, regional, and state transportation and air quality goals.

The electric buses will support Wasco’s local Dial-a-Ride shuttle services to expand service to low-income affordable housing projects, with one additional vehicle available for service as a result of this investment (an increase of 50%). It will also support Wasco shifting towards greener sources of energy, which in turn will save money that can be reallocated to other operating needs and support for electric vehicle charging infrastructure. In addition, the network integration and contactless payment system will enhance the rider experience. Together, these improvements will move transit forward, provide long-term sustainability and increase equity in a rural community that is among the most disadvantaged in California.

This project was selected with consideration given to establishing a statewide program with geographic equity. Project completion is expected by 2024.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium
Increased Ridership:	High
Service Integration:	Medium-Low
Improves Safety:	Medium
Project Readiness:	Medium
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	Medium-Low
Priority Population Benefits:	Medium
Housing Co-Benefits:	Low

10. Contra Costa Transportation Authority with County Connection and Livermore Amador Valley Transportation Authority

Project: I-680 Express Bus Program

Award:	\$14,460,000
Total Budget:	\$63,492,500

Estimated TIRCP GHG Reductions: **53,000 MTCO_{2e}**

Delivers a program of projects that will collectively support the implementation of the new zero-emission express bus service along the I-680 corridor between the Martinez Amtrak station and the Dublin/Pleasanton BART station, extending peak service to the Pleasanton ACE station. The program includes purchasing six hydrogen fuel cell buses and associated infrastructure to support the service. Included is the first phase of construction of fueling stations and maintenance infrastructure, which lays the foundation for future expansion of the zero-emission bus fleet as the facilities will have the capacity to fuel and maintain a growing fleet of buses. During the procurement of fuel cell buses, the funding award also provides for the rebranding and upgrade of six existing vehicles that will be used to provide interim service in the corridor.

The project also includes the development of a shared mobility hub at Bollinger Canyon Road to facilitate express bus connectivity and support ridership growth. This hub will have enhanced bike and pedestrian connections, shared micromobility services, transit signal priority, and bus bays. Studies to improve first mile-last mile connectivity will also be delivered as part of the project scope. Included will be a testing and training at GoMentum Station on part-time transit lanes/transit bus on shoulder (PTTL/TBOS) operations and development of an integrated transit plan (ITP) for Contra Costa County.

These project elements address the need for passengers who are traveling from disadvantaged and low-income communities to or along the corridor, reduce barriers to

transit, encourage mode shift, provide connections throughout the San Francisco Bay Area region, reduce single occupancy vehicles, increase transit reliability, and incorporate new technologies including clean hydrogen fuel and PTTL/TBOS to improve mobility and reduce greenhouse emissions.

Key funding will also be contributed from other state and federal funds towards the new bus purchase and the fueling infrastructure.

Project completion is expected by 2027 for all components.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	High
Service Integration:	Medium-High
Improves Safety:	Medium
Project Readiness:	Medium-High
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium
Housing Co-Benefits:	Medium-Low

11. Fresno County Rural Transit Agency

Project: Fresno County Rural Transit Agency Resiliency Hub

Award:	\$6,175,000
Total Budget:	\$6,862,025

Estimated TIRCP GHG Reductions: **14,000 MTCO_{2e}**

This project will construct a resiliency hub that includes four inductive charging stations, solar back-up battery energy storage, and a solar electric vehicle charging station to support the electric bus fleet and EV micro transit services of Fresno County. The hub will be located in a disadvantaged community, adjacent to the future high speed rail station. It will enable FCRTA to operate all four routes that terminate in Fresno with an electric bus fleet. This will support greater efficiency, range, and ensure that a single vehicle can serve an entire route and preserve battery life.

Implementation of the project will result in longer bus routes being offered with electric vehicles and a doubling of service hours that can be offered with the microtransit fleet, providing critical transit access to rural, low-income, and disadvantaged communities throughout Fresno County evidenced by the fact that 70% of the census tracts in the project area are priority populations. Deployment of new transit technology will provide sustainable transportation service and infrastructure in Fresno County that will help reduce vehicle miles traveled, greenhouse gas emissions, and increase transit equity and resiliency in a system with a service area that covers 6,000 square miles.

Project completion is expected by 2023.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-Low
Service Integration:	Medium-Low
Improves Safety:	High
Project Readiness:	Medium-High
Funding Leverage:	Medium-Low
Multi-Agency Coordination/Integration:	Medium
Priority Population Benefits:	High
Housing Co-Benefits:	Medium

12. Humboldt Transit Authority

Project: Expanding Transit Services and Introducing Zero-Emission Fleets on California’s North Coast

Award:	\$38,743,000
Total Budget:	\$65,155,000

Estimated TIRCP GHG Reductions: **389,000 MTCO_{2e}**

(Additional project benefits accrue to the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program, which is anticipated to contribute \$2,640,000 to the project).

This project procures 11 zero-emission hydrogen fuel cell electric buses, installs supportive hydrogen fueling infrastructure, and constructs an intermodal transit and housing center. The new buses will serve the local Trinidad-to-Scotia route as well as a new intercity route (the Redwood Coast Express) to Ukiah, connecting riders to Mendocino County, south to the SMART train, and the San Francisco Bay Area. This new route will benefit HTA riders, as well as those connecting from Redwood Coast Transit (Del Norte County) and Trinity Transit.

The hydrogen fueling station will be one of the first north of the Bay Area (the only one north of Santa Rosa) and will include both bus fueling and over-the-fence retail fueling at the HTA Corporation Yard, accessible to the public and other fleet operators, which will catalyze hydrogen supply infrastructure along the North Coast and the U.S. 101 corridor. Expected fleet operator users include the City of Eureka, Humboldt County, Caltrans and UPS. Project partners Air Products and the Schatz Center will build and maintain the station. Upgraded maintenance bays at the HTA facility will also support the Fuel Cell Electric Buses.

With Cal Poly Humboldt projected to double in size to about 12,000 students in the next seven years, the existing housing shortage will be further exacerbated. HTA’s innovative transit center, the Eureka Regional Transit and Housing Center (EaRTH Center), will not only integrate local and intercity bus service with carshare, rideshare, bicycle and paths and pedestrian travel, but also provide workforce and student housing, a childcare center, retail and open space co-located with transit at the center. This project will support strategies to meet the demand of an improved transit infrastructure, workforce, and housing

development. Through match funding, the EaRTH Center will provide housing for students, staff and faculty and a convenient 20-minute transit commute to the university on a zero-emission bus.

HTA is also exploring partnering with technology partners and the local community college to train community members the skills to repair and maintain the hydrogen fuel cell electric buses, including the ability to work with fuel cell power plants, high voltage batteries, electric drive trains, and high-pressure gaseous fuel systems.

Finally, the project will implement improved coordinated regional scheduling and integrated ticketing among the project partners. Service gaps along the US 101 corridor will be filled, and connections will be possible with SMART through connecting service by Mendocino Transit Route 65, and also connections to Napa via transfer to Lake Transit Route 7.

Project completion is expected by 2024.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	High
Service Integration:	Medium-High
Improves Safety:	High
Project Readiness:	High
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	High
Housing Co-Benefits:	High

13. Los Angeles County Metropolitan Transportation Authority (LA Metro)

Project: Los Angeles Nextgen and Zero Emission Bus Implementation Project

Award:	\$177,500,000
Total Budget:	\$469,580,000

Estimated TIRCP GHG Reductions: 781,000 MTCO_{2e}
(Additional project benefits accrue to the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program, which is anticipated to contribute \$18,000,000 to the project).

This project purchases 261 zero emission buses and supportive infrastructure to deploy on LA Metro’s Tier 1 and Tier 2 routes from Division 9 and 18, as well as the J (Silver) Line. This project supports LA Metro’s transition to a fully zero-emission fleet and will be deployed primarily on high-priority, high-frequency corridors. The two divisions include ten lines that operate at Tier 1 service frequencies (headways of 10-minutes or less on weekdays) and five lines that operate at Tier 2 frequencies (12 to 15-minute headways), inclusive of the Silver Line routes (910/950). The new vehicles will have on-board amenities including WiFi and operate with lower noise and vibration than existing buses. These vehicles will also feature

all-door boarding, which is estimated to reduce line running times by 2.5%. The project will also convert Divisions 9 and 18 from CNG to electric charging, and construct charging infrastructure at transit line terminus layover facilities.

80 miles of bus priority lanes will be deployed on Tier 1 corridors, in coordination with the Los Angeles Department of Transportation. Where deployed, these improvements are expected to improve line travel time by 7%. Metro is also working with LADOT to upgrade and expand the transit signal priority system with a wireless cloud-based system on Tier 1 corridors, expected to improve travel time on those corridors by 8%. Enhanced bus stops with sidewalk bulbs and/or boarding islands will allow vehicles to board and alight passengers without pulling out of the travel lane, provide more level access, provide additional waiting space for shelters and other stop amenities, and make bus stops more accessible. Improved boarding areas are expected to improve safety conditions and reduce incidents during boarding and alighting, which today make up about 15% of all accidents involving Metro buses. Shelters will be improved along the six Division 18 Tier 1 corridors to provide protection from the elements and extreme heat events, as well as routing information and arrival status information. Project shelter installations have been prioritized based on measures of heat exposure, equity focus communities, ridership, access to key destinations and long wait times.

These corridor improvements will be available for shared use by other transit agencies.

The project makes a significant investment, leveraged by substantial matching funds, to reduce GHG emissions, improve local air quality, and provide some of the most disadvantaged and transit-dependent communities and in Los Angeles County with a transportation option that has over 80 transfer points to Metro’s rail system as well as to Metrolink and Amtrak intercity services. Specific corridor improvements will be developed with the participation of affected communities and may be supported by Metro’s new Community-Based Organization Partnering Strategy, which leverages the expertise and local community knowledge to more effectively engage the broader community.

Project completion is expected by 2028. Due to the extended timeline for project delivery for several components that goes beyond this cycle’s 5-year program, the project is expected to receive funding over the life of the implementation schedule.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-High
Service Integration:	Medium-Low
Improves Safety:	Medium
Project Readiness:	High
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	Medium
Priority Population Benefits:	Medium-High
Housing Co-Benefits:	Medium-Low

14. Monterey-Salinas Transit District (MST) and Transportation Agency for Monterey County (TAMC)

Project: SURF! Busway and Bus Rapid Transit

Award: \$25,000,000

Total Budget: \$58,839,059

Estimated TIRCP GHG Reductions: 31,000 MTCO_{2e}

This award funds a joint project between TAMC and MST to provide a more sustainable alternative to addressing the highway congestion within the corridor of the now defunct Monterey Branch Line. Construction of this Bus Rapid Transit (BRT) project will enable MST buses to operate on a TAMC-owned right-of-way that parallels Highway 1 between the cities of Marina and Seaside, avoiding congestion that often delays buses today, and delivering peak period trips that are faster than driving. The project will connect rapidly growing housing centers in the City of Marina with the commercial and hospitality jobs on the Monterey Peninsula.

The six-mile dedicated busway—what will be the first separated BRT corridor on the Central Coast of California—will be an important tool to reduce peak morning and afternoon congestion in the region. It will allow buses the ability to bypass highway congestion, improve on-time performance, reduce greenhouse gas emissions, provide better access and more service for community members who depend on public transit. Many existing routes will use the busway instead of traveling on Highway 1, resulting in significant time savings for existing bus riders and attract significant new ridership.

Additional benefits of the project include adding seamless pedestrian and bicycle connections to existing facilities, a new multimodal transfer station, bus stops with ocean and surf themed amenities, real-time electronic bus arrival displays, and traffic signal priority in mixed flow traffic. The project will include key connections along the corridor to the Fort Ord Regional Trail and Greenway, California State University at Monterey Bay (CSUMB, enrollment 7,500 students), and the future Marina-Salinas Multimodal Corridor rapid bus connection to Salinas, the county’s largest city. The project will also connect to two major medical facilities in Marina - the Veteran Administration’s Outpatient Clinic and the Montage Health Center - and to the Marina Transit Exchange on the north end of the project and the Sand City Station on the south end of the project.

At least 26,300 people live in a SB 535 Disadvantaged Community and/or an AB1550 Low Income Community census tract that is within one-half mile of a SURF! bus stop. The busway along with traffic signal priority in Marina will directly serve the disadvantaged communities in Marina and Seaside by connecting residential neighborhoods to job centers, veterans to the new VA DoD Outpatient Clinic, and students to CSUMB.

Award has a contingency related to future federal funding through the Capital Investment Grants Program, with the applicants currently on schedule to advance the project to a federal grant award prior to the 2024 TIRCP cycle.

Project completion is expected by 2027.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium
Increased Ridership:	High
Service Integration:	Medium
Improves Safety:	Medium-High
Project Readiness:	High
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium
Housing Co-Benefits:	Medium

15. Sacramento Regional Transit District (SacRT)

Project: Fleet Modernization Project

Award:	\$23,600,000
Total Budget:	\$47,200,000

Estimated TIRCP GHG Reductions: **44,000 MTCO_{2e}**

Purchases 8 new low-floor light rail vehicles (LRVs) to further expand low-floor fleet operations on the light rail system. Over one-third of SacRT’s light rail fleet has reached the end of its useful life, and this investment leverages past TIRCP grants, as well strong local match, to help modernize the fleet.

Low-floor LRVs will produce operational efficiencies by speeding up train times and optimizing boarding convenience and safety along with increased capacity. They also will increase fleet reliability and reduce the number of shorter than planned trains need to be operated on the system. These are significant benefits to persons with disabilities, seniors, parents with strollers, and bicyclists, who will have more boarding options and increased boarding and alighting safety. These improvements are expected to support retaining and attracting new light rail riders, including residents of disadvantaged communities, who make up 30% of the population within SacRT’s service boundary.

The project also supports sustainable housing and land use development while providing meaningful benefits to priority populations by improving mobility and access to transit options. The project complements several TOD/joint development projects underway along the light rail corridors, including a surplus SacRT property near a station that was sold to an affordable housing developer who has entitlements and plans to begin construction on 128 units.

Ridership on SacRT is also expected to be positively impacted by further rollout of integrated contactless payment throughout the light rail and bus system, as well as by the city’s housing policies, confirmed with a Pro-Housing designation by HCD, the first city to receive such a designation in the state.

Project completion is expected by 2027.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium
Service Integration:	Medium-High
Improves Safety:	Medium-High
Project Readiness:	High
Funding Leverage:	High
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	High
Housing Co-Benefits:	High

16. San Diego Metropolitan Transit System

Project: Zero-Emission Transit Enhancement Project

Award: \$33,544,000

Total Budget: \$41,930,000

Estimated TIRCP GHG Reductions: 34,000 MTCO₂e

The project includes three elements that will enhance transit infrastructure and support underserved communities in the San Diego region:

- 1) The Orange Line improvement project will provide widespread enhancements along the 19 stations and 17.6 miles of track, including increasing train speed and grade crossing safety and upgrading station passenger information sign upgrades. This is one of three light rail lines and operates between Downtown San Diego and the City of El Cajon. It is a vital source of transportation in the MTS system, it supports travel to and from jobs, healthcare visits, and leisure trips for the communities surrounding the operating line. This project will address service reliability, safety, operational flexibility, passenger information, and state of good repair. A significant portion of the Orange Line lies in SB 535 Disadvantaged and AB 1550 Low-Income Communities. It is estimated that 70% of the Orange Line passengers board in SB 535 Disadvantaged Communities and 71% board in AB 1550 Low-Income Communities. Roughly 84% of boardings are in one or the other identified SB 535 or AB 1550 communities.
- 2) The 12th and Imperial Transit Center Rehabilitation project will modify the current layout for an improved utilization of the area since the current layout and demand has reached its capacity. This facility is in a disadvantaged and low-income community and will provide barrier-mitigating opportunities that are currently underserved by the current transit center layout. It is centrally located and serves as a near-seamless connection to all of MTS's light rail trolley lines and connecting bus routes making it the busiest transit center within the operating system. It will incorporate multi-modal hub components and create a developable parcel for future Transit Oriented Development. This project will remove

underutilized street segments, reduce conflicting intersections, improve safety and environmental features, provide system improvements, increase ridership, and reduce greenhouse gas emissions.

- 3) The electrification of the Imperial Avenue Division (IAD) facility project provides overhead electrical chargers for the first 30 battery electric buses to support the zero-emission fleet by 2040. The bus routes that operate out of IAD serve 27 communities, that are both SB 535 Disadvantaged and AB 1550 Communities. There are 64 Disadvantaged Communities (DAC's) within ½ mile of the proposed project service areas. This project will directly benefit the 64 Disadvantaged Communities and 153 surrounding Low-Income Communities. MTS's ZEB Transition Plan ensures that the deployment of battery-electric buses and/or other ZEBs are prioritized in historically marginalized low-income and minority communities that are most affected by environmental factors such as the communities that surround the Imperial Avenue Division. Service is offered throughout the City of San Diego and into surrounding communities in an area that stretches from National City in the South Bay as far north as the city of Escondido and from the Pacific Ocean to the City of La Mesa in the East County. These routes meet a variety of customer needs providing transportation to work, school, shopping, medical appointments and recreational activities.

This project was selected with consideration given to establishing a statewide program with geographic equity. Project completion is expected by 2025.

Key Project Ratings:

Cost per GHG Ton Reduced:	Medium
Increased Ridership:	Medium
Service Integration:	Medium
Improves Safety:	Medium
Project Readiness:	Medium-High
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	Medium
Priority Population Benefits:	Medium
Housing Co-Benefits:	Medium-Low

17. San Francisco Bay Area Water Emergency Transportation Authority (WETA)

Project: San Francisco Zero Emissions High-Frequency Ferry Network

Award:	\$14,946,000
Total Budget:	\$157,227,330

Estimated TIRCP GHG Reductions: **125,000 MTCO₂e**

Acquisition of two new all-electric vessels and related shoreside charging infrastructure to ensure the completion of all-electric ferry service connecting Downtown San Francisco to neighborhoods in Mission Bay and Treasure Island, on a regular 40-minute headway that is consistent with connections to other ferry routes. This project builds on the benefits of

WETA’s 2020 TIRCP award, leverages federal funding for one of the boats, and regionally-prioritizes Solutions for Congested Corridors funding for the 4th boat to deliver the entire program.

This project increases ferry transit ridership by providing convenient, reliable, time-certain, and direct transit accessibility and connectivity between the East Bay, Downtown San Francisco and the new major employment, housing, and entertainment venues in Mission Bay and Treasure Island. Creating a connection to Mission Bay is regionally significant as it is a large employment center, which is host to two medical campuses and the new Chase Center. It will also increase ridership on existing ferry routes from Alameda, Oakland, Vallejo, and Richmond, as well as future route expansions.

The project increases network integration by delivering a direct connection for passengers from ferry service to bus, light rail, historic streetcar and cable car, BART, Caltrain, Amtrak Thruway bus services, and the future statewide high-speed rail network. It connects multiple disadvantaged and low-income communities to a reliable and affordable high frequency transit system with direct connections to major centers of employment. Finally, the project positions WETA and the State to lead the country in the development of new zero emission electric battery powered ferry vessels and related operating systems and advances the innovation of these technologies for more widespread use.

This project is receiving part of its funding match from the Strategic Growth Council’s Affordable Housing and Sustainable Communities program.

Project completion is expected by 2025.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	High
Service Integration:	High
Improves Safety:	High
Project Readiness:	High
Funding Leverage:	High
Multi-Agency Coordination/Integration:	High
Priority Population Benefits:	High
Housing Co-Benefits:	High

18. San Francisco Municipal Transportation Authority (SFMTA)

Project: SFMTA Core Capacity Program

Award:	\$ 116,076,000
Total Budget:	\$ 378,291,062

Estimated TIRCP GHG Reductions: 1,186,000 MTCO₂e

Funding for this project will implement the Muni Forward program on three key corridors (K,

N, and the 38R Geary lines) to enhance reliability, efficiency, travel times, and rider comfort that has been successfully deployed on 70 miles of Transit Priority Projects across San Francisco. This Program builds on the successes of the Rapid bus network investments. These Muni Forward projects will promote similar or greater ridership gains on the K Ingleside and N Judah rail lines, and the 38 Geary bus line. This project leverages significant past TIRCP investments in 2020.

Muni Forward combines service improvements with transit priority infrastructure to improve run-times and reliability on SFMTA's most heavily used transit routes. Elements include a combination of transit signal priority, transit lanes, stop consolidation, transit bulbs and islands, traffic lane changes, and complementary facility and pedestrian improvements. These improvements are expected to provide better certainty for riders, speed up service, and provide opportunities for increased service by optimizing operations. Priority population communities will benefit directly, as the K and 38R Geary Lines have been identified as priority lines in the Muni Service Equity Strategy. The project will expand access and enhance reliability for customers, make rider access safer and faster, and will attract new passengers to the system.

Phase 0 and Phase 1 of SFMTA's Train Control Upgrade Project will also be funded. These two phases cover project development (Phase 0) and implementation of train control from Embarcadero and 3rd Street to Muni Metro East (Phase 1), improving the reliability of the overall Muni Metro service up to a key location of current system delay. These investments lay the foundation for future system-wide implementation of the full Train Control Upgrade Project.

The full Train Control Upgrade Project is a 7-phase capital project that invests in the Muni Metro rail system by replacing the over 20-year-old automatic train control system (ATCS) in the Market Street Subway with a new communications-based train control (CBTC) system, with completion planned for 2031. The full project will also expand CBTC coverage to the surface portions of Muni Metro, where signals and switches are independently operated in a first come, first serve configuration so that the entire system can be managed centrally with a single, modernized CBTC system. The new CBTC will improve vehicle volumes by 20 percent through the Market Street tunnel and will for the first time provide the ability for centralized line management of the entire light rail system. Safety will be significantly enhanced as the high standards of safety provided by the current subway control system are extended to surface operations.

Lastly, funding is provided for a Muni Metro Modernization Planning Study, which will identify the next package of investments to provide additional capacity and reliability improvements for Muni Metro. Selected infrastructure improvements will provide Muni rail customers faster, longer trains, providing a quality of service that can be relied on for time-sensitive trips. The outcome of the study will be a suite of projects that would be eligible and competitive for a Federal Transit Administration Core Capacity Capital Investment Grant.

Expected project completion for funded components is as follows: N Line (2028); K Line (2028); 38R Geary Line (2026); Phase 0 and Phase 1 of Train Control (2026); Planning Study (2024). Due to the extended timeline for project delivery for several components that goes beyond this cycle's 5-year program, the project is expected to receive funding over the life of the implementation schedule.

Key Project Ratings:	
Cost per GHG Ton Reduced:	High
Increased Ridership:	High
Service Integration:	High
Improves Safety:	High
Project Readiness:	Medium-High
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium
Housing Co-Benefits:	Medium-High

19. San Joaquin Regional Rail Commission

Project: Valley Rail Expansion: Altamont Corridor Express (ACE) Ceres to Turlock Extension

Award:	\$57,018,000
Total Budget:	\$163,718,081

Estimated TIRCP GHG Reductions: 61,000 MTCO₂e

The project delivers in full the ACE extension to Turlock, which is an interim phase of SJRRC’s planned Ceres to Merced extension. This project extends ACE services approximately 10 miles south to the Turlock Station and constructs the layover track, which is critical for integrating Turlock into the greater regional and statewide rail network, providing direct city-center-to-city-center connections within the San Joaquin Valley, as well as to and from the San Francisco Bay Area and the Sacramento Region. Crucially, the project lays the foundation for eventual integration with high-speed rail service in Merced and will further facilitate mode shift to rail and transit from long-distance highway trips and short-haul regional flights.

Once implemented, the extended ACE service will also provide a direct connection with Turlock Transit as all six bus lines serve the Turlock Transit Center, which will be adjacent to the proposed new ACE station. This expansion of service will directly benefit priority populations in a region that is heavily pollution burdened and provides a real alternative to residents that are largely dependent on single occupancy vehicles for transportation.

Project completion is expected by 2027.

Award has a contingency related to future federal funding through the Multimodal Projects Discretionary Grant program and matching state funds, with the federal application already submitted to the United States Department of Transportation and pending selection.

Key Project Ratings:	
Cost per GHG Ton Reduced:	Medium
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	High
Project Readiness:	Medium-High
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	High
Priority Population Benefits:	Medium
Housing Co-Benefits:	High

20. Santa Barbara Metropolitan Transit District (MTD)

Project: Next Wave: Expanding MTD’s Electric Legacy on the South Coast

Award:	\$14,480,000
Total Budget:	\$33,041,520

Estimated TIRCP GHG Reductions: **14,000 MTCO₂e**

(Additional project benefits accrue to the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program, which is anticipated to contribute \$1,104,000 to the project, as well as the Low Carbon Transit Operations Program, which is anticipated to contribute \$136,000).

The proposed project includes the following elements:

- 1) The purchase of eight 40-foot battery electric buses and 3 electric microtransit vans, which continues MTD’s path towards full electrification of the fleet. This award brings the fleet to more than a quarter of the way to full electrification. The microtransit vans will allow the expansion of the existing service into additional zones to serve the City of Goleta, UC Santa Barbara, and the Goleta rail station to help close first/last mile gaps in the system.
- 2) General transit improvements including signal priority, contactless payment deployment consistent with Cal-ITP standards, additional bike racks, and bus shelter improvements to augment existing service and grow additional ridership in the system.
- 3) Facility improvements at two terminals (one in Goleta and one in Santa Barbara) including the construction of new ZEB infrastructure to support the charging and storing needs of the growing electrified vehicle fleet.

Combined, these project components will increase ridership, reduce greenhouse gas emissions, implement contactless payment, expand bike capacity on buses, and augment connections to the state rail system. Addressing the current lack of connectivity between rail stations and community destinations, replacing several diesel buses beyond their useful life, and closing the gaps in an incomplete contactless payment system throughout the transit system will ensure benefits in the immediate and long term.

Key Project Ratings:	
Cost per GHG Ton Reduced:	Medium
Increased Ridership:	Medium
Service Integration:	Medium
Improves Safety:	Medium-High
Project Readiness:	Medium-High
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium
Housing Co-Benefits:	Medium

21. Sonoma County Transportation Authority (SCTA) with Petaluma Transit, Santa Rosa CityBus, Sonoma County Transit, Sonoma Marin Area Rail Transit (SMART) and Mendocino Transit Authority

Project: Sonoma Regional Bus and Rail Connectivity Improvements

Award:	\$24,825,000
Total Budget:	\$53,769,000

Estimated TIRCP GHG Reductions: **63,000 MTCO₂e**
(Additional project benefits accrue to Low Carbon Transit Operations Program, which is anticipated to contribute \$2,431,000 to the project).

The proposed project includes the following elements:

- 1) Purchase of 30 zero emission buses and associated charging infrastructure and passenger amenities for Petaluma Transit, Santa Rosa CityBus and Sonoma County Transit. Replacing older diesel, diesel-hybrid, and CNG buses with zero emission buses, along with the requisite charging infrastructure, places the partner agencies on a clear path towards meeting the California Air Resources Board’s Innovative Clean Transit Regulation while providing immediate greenhouse gas and air quality benefits.
- 2) Construction of the SMART Petaluma North commuter rail station at Corona Road, which will be the 13th station in the 45-mile SMART regional rail system, providing better access to high-quality long-distance transit for riders in the region.
- 3) Network integration among all application partners and other transit operators in Sonoma and Mendocino County, improving the rider experience and improving the efficiency of transit services by conducting a facility analysis for the Santa Rosa Transit Mall and ensuring GTFS Real Time and contactless payment capabilities across the operators involved in the project, including new contactless payment equipment for Mendocino Transit Authority.

Together, these components will improve access to passenger rail and bus transit, increase ridership, hasten the transition to a fully zero-emission bus fleet, and better integrate cross-agency operations, which are all necessary for the region to meet local, regional, and state goals.

Project completion is expected by 2027.

Key Project Ratings:	
Cost per GHG Ton Reduced:	Medium-High
Increased Ridership:	Medium-High
Service Integration:	High
Improves Safety:	Medium
Project Readiness:	High
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	High
Priority Population Benefits:	Medium
Housing Co-Benefits:	High

22. Southern California Regional Rail Authority (Metrolink)

Project: Metrolink Perris Valley Line Capacity Improvement Project

Award:	\$25,042,000
Total Budget:	\$57,042,279

Estimated TIRCP GHG Reductions: **157,000 MTCO_{2e}**

The project would complete the final design and construction of three capacity improvements on Metrolink’s 91/Perris Valley Line (91/PVL) that allow for bi-directional, peak-period service to be increased with infrastructure improvements that enable 30-minute, bi-directional frequency. The three capacity improvements are as follows:

- 1) Perris-South Station Expansion;
- 2) Perris-South Layover 4th Track;
- 3) CP Eastridge to Moreno Valley/March Field Double Track.

The Perris Valley Line Subdivision is currently a single-track passenger rail corridor, which creates significant operational challenges and limits passenger service growth. The project will result in 2.7 miles of new double track along with a second platform with enhanced pedestrian access. It also includes 1,100 feet of double track and station platforms at the Perris-South station and a fourth layover track at the Perris-South layover facility to enhance operational capacity.

The project builds upon Metrolink’s 2018 and 2020 TIRCP awards for the SCORE program, which envisions a pulsed, frequent, and integrated system in the region in advance of the 2028 Olympics. Delivery of the improvements described will bring reliable, bi-directional 30-minute service to the 91/PVL corridor to complement the investments being made in the larger SCORE effort.

Of the 185,000 residents living within census tracts within a half mile of the project area, 73% reside in low income or disadvantaged communities. The investments being made will improve rail mobility and access for these priority populations and bring greater overall system reliability for Metrolink.

Project completion is expected by 2027.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium
Service Integration:	Medium
Improves Safety:	Medium-High
Project Readiness:	High
Funding Leverage:	Medium-High
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	Medium
Housing Co-Benefits:	Medium-Low

23. Tulare County Regional Transit Agency (TCRTA) with Kings Area Rural Transit (KART), Visalia Transit (VT), and San Joaquin JPA

Project: Tulare Cross-Valley Corridor ZEB Expansion Phase 1

Award: \$33,769,000

Total Budget: \$53,702,693

Estimated TIRCP GHG Reductions: 475,000 MTCO₂e

(Additional project benefits accrue to the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program, which is anticipated to contribute \$2,400,000 to the project, as well as the Low Carbon Transit Operations Program, which is anticipated to contribute \$700,000).

The project supports the phased development of an east-west Cross Valley Corridor (CVC) by purchasing and implementing 14 zero-emission feeder buses in multiple cities in and along the corridor, as well as 16 zero emission microtransit vehicles to be operated in selected cities, that will provide comprehensive access to the future rail system for all these communities and will connect to the future California High Speed Rail system.

TCRTA will implement the Lindsay Transit Center Project, as well as 8 zero emission buses to be deployed on routes 10, 20 and 40 (connecting Dinuba, Visalia, Tulare, Delano, Lindsay and Porterville) and 8 microtransit vehicles. The transit center is adjacent to the future cross-valley rail corridor and will enhance connectivity and safety in the community. It will also provide supportive infrastructure for vanpooling services that have been successfully deployed across the region and are poised for additional growth.

KART will implement a new Transit Station and Administrative Facility in the City of Hanford, as well as 4 zero emission buses to be deployed on route 13 (which connects Hanford with Corcoran and Corcoran State Prison) and 8 microtransit vehicles to be deployed in Hanford and Lemoore. The transit center will provide supportive infrastructure for vanpooling services that are expanding in the region.

Visalia Transit is partnering with TCRTA and KART to deploy 2 zero emission buses on Route

15 between Hanford and Visalia, providing more frequent and regular service to all riders, including those connecting with current San Joaquin rail service at Hanford (and future high-speed rail riders at Kings-Tulare).

The project prioritizes interoperability of the transit systems across three counties, and works to streamline transfers between local transit, microtransit, bus rapid transit, and rail services. The planned investment in interconnectivity will strengthen the entirety of the system leading to gains in ridership throughout much of the region for all types of transit, including rail. The physical interconnections and the efforts to ease transfers between transit systems will not only serve local and regional traffic but will act like a funnel to draw potential rail riders from an enormous area that would otherwise face barriers to rail access without a private automobile. As additional service needs are identified, the improved and expanded transit centers will be able to accommodate those expansions. Strategic route alignment and stop selections are well-suited for future public transit system expansions that more directly connect the metropolitan areas of the San Joaquin Valley.

Delivery of the project is part of a larger vision for transforming the transportation patterns and practices in the San Joaquin Valley and helps lay the groundwork for additional ridership benefits in the future. An expanded, zero-emission bus service complements the work being done to ready the existing rail line for passenger service and is being coordinated with other projects in the region, including coordination with future high speed rail service and is aligned with Cal-ITP efforts to implement contactless fare payment systems on the system.

The project enhances the connectivity of Fresno, Tulare, and Kings counties in urban, rural, and disadvantaged areas and provides significant air quality benefits in one of the most pollution-burdened regions in the state by replacing gasoline and CNG transit buses with zero-emission buses paired with expanded service to increase ridership. The pursuit of passenger rail operations, paired with a comprehensive zero-emission bus system, will mitigate emissions throughout the region.

Project completion is expected by 2028. Due to the extended timeline for project delivery for several components that goes beyond this cycle's 5-year program, the project is expected to receive funding over the life of the implementation schedule.

Key Project Ratings:

Cost per GHG Ton Reduced:	High
Increased Ridership:	Medium-High
Service Integration:	Medium-High
Improves Safety:	High
Project Readiness:	High
Funding Leverage:	Medium
Multi-Agency Coordination/Integration:	Medium-High
Priority Population Benefits:	High
Housing Co-Benefits:	Medium-High

Program of Projects End Notes:

The Caltrans Division of Rail and Mass Transportation's Office of Project Development, Management and Delivery will lead implementation and grant management of the selected projects, with assistance from the Office of Planning and Operations Support to ensure alignment of project scope with the project award and the Caltrans Office of Race and Equity to ensure integration of efforts to deliver Priority Population benefits into the approved project scope and programming documents.

Where relevant, technical assistance will be provided by Caltrans to integrate bus procurement efforts with statewide zero emission bus efforts, and to ensure service integration with other adjoining services. Technical assistance will also be provided by the Department of Transportation to ensure hardware and software systems involved in providing and processing connectivity, data and information are consistent with statewide integration efforts, so that maximum ridership benefits and greenhouse gas reduction benefits are achieved.

Many awards will benefit from network integration technical assistance provided by CalSTA and Caltrans to improve integration with adjacent state-funded capital projects or state-funded rail operations and to ensure that TIRCP program and statewide goals and priorities are being addressed through the awarded projects.

All estimated greenhouse gas emissions have been rounded to the nearest thousand.

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF STATE FINANCIAL ASSISTANCE**

2020 W. El Camino Avenue, Suite 670, 95833
P. O. Box 952054
Sacramento, CA 94252-2054
(916) 263-2771
www.hcd.ca.gov



August 22, 2023

Karen Pinkos, City Manager
City of El Cerrito
10890 San Pablo Avenue
El Cerrito, CA 94530

Dear Karen Pinkos:

**RE: Conditional Award Commitment and Acceptance of Terms and Conditions
Infill Infrastructure Grant Program – Catalytic Qualifying Infill Area
Notice of Funding Availability, March 15, 2023, and as Subsequently Amended
City of El Cerrito – El Cerrito Plaza BART TOD
Contract No. 23-IIGC-17923**

The California Department of Housing and Community Development (**Department**) issued a Notice of Funding Availability on March 15, 2023, and subsequently amended, for the Infill Infrastructure Grant Program – Catalytic Qualifying Infill Area (**IIGC**). The Department is pleased to inform you of this conditional award to the City of El Cerrito. This conditional award is a grant in the amount of \$20,208,715 (**Conditional Award**) for the above-referenced **Capital Improvement Project** and includes the following:

Program	Award Amount	Contract Number
Infill Infrastructure Grant Program – Catalytic Qualifying Infill Area (IIGC)	\$20,208,715	23-IIGC-17923

The Conditional Award is based on and subject to the Applicant representations and the Terms and Conditions of Conditional Award, both as further specified and described in this notice of the Conditional Award (**Conditional Award Commitment**). This Conditional Award may only be accepted by timely delivery of a fully executed Acceptance of Terms and Conditions of Conditional Award form to the Department (an execution copy of this form is enclosed herein).

I. Applicant representations – Basis of Conditional Award

In response to the IIGC NOFA, the Recipient submitted an application for financing of the Capital Improvement Project (that application, and all communications and documentation submitted to the Department in support thereof, the **Application**).

The Department is making this Conditional Award to the Recipient on the basis of, and in reliance upon, the representations, warranties, projections, and descriptions that the Recipient submitted as part of the Application (**Applicant representations**).

The Department may rescind this Conditional Award if the Department discovers, at any time prior to disbursement of the Conditional Award, that the Applicant representations included material misrepresentations or omissions, regardless of whether or not such misrepresentations or omissions were innocent, unintentional, and/or based upon belief.

II. Terms and Conditions of Conditional Award

The Department may rescind this Conditional Award if any of the terms and conditions enumerated in this Section II (**Terms and Conditions of Conditional Award**) are not timely satisfied. TIME IS OF THE ESSENCE IN THE SATISFACTION OF THESE TERMS AND CONDITIONS OF CONDITIONAL AWARD.

The Terms and Conditions of Conditional Award and their corresponding timelines are described below. All timelines shall be calculated in calendar days. Any deadline falling on a weekend or State of California holiday shall be extended to the next business day.

If the Terms and Conditions of this Conditional Award are timely satisfied, the Department will (i) promptly provide a written notification to the Recipient via electronic mail; and (ii) circulate an execution copy of an STD 213, Standard Agreement for all appropriate signatures and approvals in accordance with the timeline specified at Section III of this Conditional Award Commitment.

A. Timely Execution of Acceptance of Terms and Conditions of Conditional Award Form

The Recipient shall execute and deliver a copy of the enclosed Acceptance of Terms and Conditions of Conditional Award to the Department within ten (10) calendar days of the date upon this Conditional Award Commitment. The Department will deem this condition to be unsatisfied if it receives an executed Acceptance of Terms and Conditions of Conditional Award that has been substantively modified, altered, or amended in any way. The signed Acceptance of Terms and Conditions of Conditional Award form must be submitted Infill@hcd.ca.gov.

B. Timely Delivery of Resolution and Organizational Documents

The Recipient shall deliver to the Department, within sixty (60) calendar days of the date upon this Conditional Award Commitment, legally sufficient Resolution and Organizational Documents, as further described and specified below. Specifically, the Recipient shall deliver a duly adopted authorizing resolution, as well as a complete and duly filed or adopted set of organizational documents and all amendments (**Resolution and Organizational Documents**), for each of the following entities as applicable: each Recipient entity; the ultimate Recipient of the Conditional Award funds (**Recipient**); and each separate legal entity that is part of the Recipient's or Recipient's organizational structure. Each entity's resolution must constitute, to the Department's reasonable satisfaction, an unconditional, duly adopted, and legally binding Resolution of the entity to accept the total amount of these Conditional Award funds, to fully participate in the relevant Department program, and to be legally bound by the requirements of the Department program. The Department may agree to an extension of fifteen (15) calendar days based on the Recipient's demonstration of necessity.

Note: *A Local Public Entity, as defined in the IIGC Program Guidelines, is not required to submit a complete and duly filed or adopted set of organizational documents and amendments. Both the Conditional Award and this Conditional Award Commitment are subject to Health and Safety Code section 50406, subdivision (p), as subsequently amended.*

The Department will post resolution templates on its website as informational guidance. Please note that use of the resolution templates is not compulsory. However, use of the provided templates will assist in the timely review and approval of the Standard Agreement. While entities may choose to use modified language in their resolutions, Recipients should be aware that this may delay preparation of the Standard Agreement or, if deemed insufficient, may result in the need to submit a revised resolution.

At any point prior to disbursement, the Department may also require the Recipient to resubmit the Resolution and Organizational Documents if the original submittals were determined to be inaccurate or incomplete.

III. Delivery of Standard Agreement

In an effort to be responsive to each Recipient's closing needs and to ensure timely commitment of funds, the Department commits to delivering an execution copy of the Standard Agreement relative to this Conditional Award within ninety (90) calendar days of receiving all required documents, including all legally sufficient Resolutions and

Infill Infrastructure Grant Program – Catalytic Qualifying Infill Area, Conditional Award
Commitment
City of El Cerrito – *El Cerrito Plaza BART TOD*
Contract No. 23-IIGC-17923
August 22, 2023
Page 4

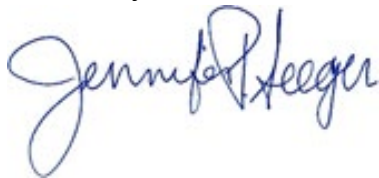
Organizational Documents, in connection with this Capital Improvement Project and as applicable.

IV. Deadline to Secure Permanent Financing

Please note that the Recipient must secure all permanent financing, including tax credits and bond allocations as set forth in the Solicitation.

Congratulations on your successful Application. For further information, please contact Lynn Jones, Climate Change Section Chief, Program Design and Implementation Branch, at Lynn.Jones@hcd.ca.gov or (916) 695-6071.

Sincerely,

A handwritten signature in blue ink that reads "Jennifer Seeger". The signature is written in a cursive style with a large, looping initial "J".

Jennifer Seeger
Deputy Director
Division of State Financial Assistance

Enclosure: Acceptance of Terms and Conditions of Conditional Award Form

**California Department of Housing and Community Development
Infill Infrastructure Grant Program of 2022 NOFA, Round 10**

Acceptance of Terms and Conditions of Conditional Award

City of El Cerrito - *El Cerrito Plaza BART TOD* (“**Capital Improvement Project**”)

Infill Infrastructure Grant award totaling \$20,208,715; (“**Conditional Award**”) as detailed below:

Program	Award Amount	Contract Number
Infill Infrastructure Grant Program – Catalytic Qualifying Infill Area (IIGC)	\$20,208,715	23-IIGC-17923

By signing this Acceptance of Terms and Conditions of Conditional Award, the Recipient acknowledges having read and fully understood the terms and conditions of the Conditional Award Commitment, dated August 22, 2023, in connection with the Capital Improvement Project.

The Recipient acknowledges having read and fully understood all of the Department’s requirements relative to the Conditional Award, including the requirements set forth in Administrative Notice Number 2022-22: Disencumbrance Policy, and the Recipient agrees to abide by and comply with those requirements.

The Recipient must acknowledge that it has reviewed and verified the accuracy of the final project report prepared by the Department no later than September 1, 2023.

The Recipient acknowledges receipt of the attached Non-Disclosure and Media Blackout Agreement (NDA).

Karen Pinkos, City Manager
City of El Cerrito

Date

**** For HCD Use Only ****

- Authorized Representatives Verified
- All Parties Signed

Date Received: _____

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF STATE FINANCIAL ASSISTANCE**

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August 22, 2023

Karen Pinkos, City Manager
City of El Cerrito
10890 San Pablo Avenue
El Cerrito, CA 94530

Dear Karen Pinkos:

**RE: Non-Disclosure and Media Blackout Agreement (NDA)
Infill Infrastructure Grant Program – Catalytic Qualifying Infill Area
Notice of Funding Availability, March 15, 2023, and as subsequently amended
City of El Cerrito – *El Cerrito Plaza BART TOD***

The California Department of Housing and Community Development (“HCD”) is in receipt of the Capital Improvement Project application named above. Your Capital Improvement Project has been reviewed by Program staff for an award.

The Infill Infrastructure Grant Program - Catalytic Qualifying Infill Area (IIGC) award is under a media and public announcement embargo until released by the Office of the Governor or otherwise notified by HCD staff. HCD will provide updates on the timing of the public award announcement and provide a social media toolkit and a quote from the HCD Director for use in local media releases.

Please reply to this email and provide the name, email, and phone number of your Public Information Officer.

Should you want to host an in-person event or press announcement, please complete HCD’s [online speaker request form \[calhcd.service-now.com\]](http://calhcd.service-now.com) to ensure the request is routed to our executive office.

Please fully execute this NDA acknowledging the requirements listed above in the event your project is awarded IIGC funding.

Date: _____

Karen Pinkos, City Manager

Sincerely,

A handwritten signature in blue ink, appearing to read "Lynn Jones".

Lynn Jones, Section Chief
Program Design and Implementation Branch
Division of State Financial Assistance

cc: kpinkos@ci.el-cerrito.ca.us

Attachment E: Grant Application Detailed Budget
Applicant: Metropolitan Transportation Commission
DRAFT

Grant Application Detailed Budget Worksheet

OMB Approval No. 2501-0017
Expiration: 1/31/2026

	Applicant Name:	Metropolitan Transportation Commission
	Applicant Address:	375 Beale Street, Suite 800, San Francisco, CA 94105

Category	Detailed Description of Budget (for full grant period)										
	Estimated Hours	Rate per Hour	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
1. Personnel (Direct Labor)											
Position or Individual											
MTC Principal Planner IX	813	\$87.14	\$70,812	\$70,812							
MTC RPP Program Associate VIIIA	6,240	\$71.17	\$444,101					\$444,101			
MTC BAHFA Preservation Program Coordinator IX	813	\$87.14	\$70,812	\$70,812							
MTC BAHFA Program Coordinator VIIIA	6,240	\$71.17	\$444,101					\$444,101			
Total Direct Labor Cost			\$1,029,826	\$141,624	\$0	\$0	\$0	\$888,202	\$0	\$0	\$0
2. Fringe Benefits											
	Rate (%)	Base	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
MTC Principal Planner IX	42.50%	\$70,812	\$30,095	\$30,095							
MTC RPP Program Associate VIIIA	42.50%	\$444,101	\$188,743					\$188,743			
MTC BAHFA Preservation Program Coordinator IX	42.50%	\$70,812	\$30,095	\$30,095							
MTC BAHFA Program Coordinator VIIIA	42.50%	\$444,101	\$188,743					\$188,743			
Total Fringe Benefits Cost			\$437,676	\$60,190	\$0	\$0	\$0	\$377,486	\$0	\$0	\$0
3. Travel											
3a. Transportation - Local Private Vehicle											
Subtotal - Trans - Local Private Vehicle	Mileage	Rate per Mile	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
3b. Transportation - Airfare (show destination)											
Subtotal - Transportation - Airfare	Trips	Fare	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
3c. Transportation - Other											
Subtotal - Transportation - Other	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
3d. Per Diem or Subsistence (indicate location)											
Subtotal - Per Diem or Subsistence	Days	Rate per Day	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Total Travel Cost											
4. Equipment (Only items over \$5,000 Depreciated value)											
Total Equipment Cost	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
5. Supplies and Materials (Items under \$5,000 Depreciated Value)											
5a. Consumable Supplies											
Subtotal - Consumable Supplies	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
5b. Non-Consumable Materials											
Subtotal - Non-Consumable Materials	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income

Grant Application Detailed Budget Worksheet

OMB Approval No. 2501-0017
Expiration: 1/31/2026

Applicant Name: Metropolitan Transportation Commission												
Total Supplies and Materials Cost												
6. Consultants (Type)		Days	Rate per Day	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Total Consultants Cost				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7. Contracts and Sub-Grantees (List individually)												
7a. Contracts		Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Priority Sites Regional and Site-Specific Technical Assistance				\$700,003	\$700,003							
Subtotal - Contracts				\$700,003	\$700,003	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7b. Sub-Grantees (List individually)		Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Priority Sites Predevelopment Loans (Sub-Grantees TBD by Competitive NOFA)				\$26,805,591					\$26,805,591			
El Cerrito Plaza Station TOD Infrastructure Sub-Grant				\$15,797,153	\$4,500,000				\$7,918,861		\$3,378,291	
Blossom Hill Station TOD Infrastructure Sub-Grant				\$4,500,000	\$4,500,000							
Subtotal - Sub-Grantees				\$47,102,744	\$9,000,000	\$0	\$0	\$0	\$34,724,452	\$0	\$3,378,291	\$0
Total Contracts and Sub-Grantees Cost				\$47,802,747	\$9,700,003	\$0	\$0	\$0	\$34,724,452	\$0	\$3,378,291	\$0
8. Construction Costs												
8a. Administrative and legal expenses		Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Administrative and legal expenses												
8b. Land, structures, rights-of way, appraisal, etc		Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Land, structures, rights-of way, ...												
8c. Relocation expenses and payments		Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Relocation expenses and payments												
8d. Architectural and engineering fees		Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Architectural and engineering fees												
8e. Other architectural and engineering fees		Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Other architectural and engineering fees												
8f. Project inspection fees		Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Project inspection fees												
8g. Site work		Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Site work												
8h. Demolition and removal		Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Demolition and removal												
8i. Construction		Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Demolition and removal												

Grant Application Detailed Budget Worksheet

OMB Approval No. 2501-0017
Expiration: 1/31/2026

Applicant Name:		Metropolitan Transportation Commission										
		Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
8j. Equipment												
Subtotal - Equipment												
8k. Contingencies												
Subtotal - Contingencies												
8l. Miscellaneous												
Subtotal - Miscellaneous												
Total Construction Costs												
9. Other Direct Costs												
Item												
Total Other Direct Costs												
Subtotal of Direct Costs				\$49,270,248	\$9,901,817	\$0	\$0	\$0	\$35,990,139	\$0	\$3,378,291	\$0
10. Indirect Costs		Rate	Base	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Type												
MTC Principal Planner IX	Federal Transit Administration (Coginzant Agency)	48.65%	\$100,907.10	\$49,091	\$49,091							
MTC RPP Program Associate VIIIA	Federal Transit Administration (Coginzant Agency)	48.65%	\$632,843.64	\$307,878					\$307,878			
MTC BAHFA Preservation Program	Federal Transit Administration (Coginzant Agency)	48.65%	\$100,907.10	\$49,091	\$49,091							
MTC BAHFA Program Coordinator	Federal Transit Administration (Coginzant Agency)	48.65%	\$632,843.64	\$307,878					\$307,878			
Total Indirect Costs				\$713,939	\$98,183	\$0	\$0	\$0	\$615,757	\$0	\$0	\$0
Total Estimated Costs				\$49,984,187	\$10,000,000	\$0	\$0	\$0	\$36,605,896	\$0	\$3,378,291	\$0

Grant Application Detailed Budget Worksheet

OMB Approval No. 2501-0017
Expiration: 1/31/2026

Sub-Grantee Name: BART/Related/Holiday
Applicant Address: El Cerrito Plaza

Category				Detailed Description of Budget (for full grant period)							
	Estimated Hours	Rate per Hour	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
1. Personnel (Direct Labor)											
Position or Individual											
Total Direct Labor Cost											
2. Fringe Benefits											
	Rate (%)	Base	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Total Fringe Benefits Cost											
3. Travel											
3a. Transportation - Local Private Vehicle											
	Mileage	Rate per Mile	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Trans - Local Private Vehicle											
3b. Transportation - Airfare (show destination)											
	Trips	Fare	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Transportation - Airfare											
3c. Transportation - Other											
	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Transportation - Other											
3d. Per Diem or Subsistence (indicate location)											
	Days	Rate per Day	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Per Diem or Subsistence											
Total Travel Cost											
4. Equipment (Only items over \$5,000 Depreciated value)											
	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Total Equipment Cost											
5. Supplies and Materials (Items under \$5,000 Depreciated Value)											
5a. Consumable Supplies											
	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Consumable Supplies											
5b. Non-Consumable Materials											
	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Non-Consumable Materials											
Total Supplies and Materials Cost											
6. Consultants (Type)											
	Days	Rate per Day	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Total Consultants Cost											
7. Contracts and Sub-Grantees (List individually)											

Grant Application Detailed Budget Worksheet

OMB Approval No. 2501-0017
Expiration: 1/31/2026

Sub-Grantee Name: BART/Related/Holiday											
	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
7a. Contracts											
Subtotal - Contracts											
7b. Sub-Grantees (List individually)											
Subtotal - Sub-Grantees											
Total Contracts and Sub-Grantees Cost											
8. Construction Costs											
8a. Administrative and legal expenses											
Subtotal - Administrative and legal expenses											
8b. Land, structures, rights-of way, appraisal, etc											
Subtotal - Land, structures, rights-of way, ...											
8c. Relocation expenses and payments											
Subtotal - Relocation expenses and payments											
8d. Architectural and engineering fees											
ECP Plaza & Ohlone Greenway Design and Engineering			\$1,500,000	\$1,500,000							
Subtotal - Architectural and engineering fees			\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8e. Other architectural and engineering fees											
Subtotal - Other architectural and engineering fees											
8f. Project inspection fees											
ECP Plaza & Ohlone Greenway City and BART Inspection Fees			\$200,000	\$200,000							
Subtotal - Project inspection fees			\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8g. Site work											
ECP Plaza & Ohlone Greenway Site Work			\$3,000,000	\$2,800,000				\$200,000			
Subtotal - Site work			\$3,000,000	\$2,800,000	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0
8h. Demolition and removal											
ECP Plaza & Ohlone Greenway TOD DEMO			\$800,000					\$800,000			
Subtotal - Demolition and removal			\$800,000	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$0
8i. Construction											
ECP Plaza & Greenway Construction			\$9,297,153					\$5,918,861		\$3,378,291	
Subtotal - Demolition and removal			\$9,297,153	\$0	\$0	\$0	\$0	\$5,918,861	\$0	\$3,378,291	\$0

Grant Application Detailed Budget Worksheet

OMB Approval No. 2501-0017
Expiration: 1/31/2026

Sub-Grantee Name: BART/Related/Holiday												
8j. Equipment	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income	
Subtotal - Equipment												
8k. Contingencies	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income	
ECP Plaza & Greenway Contingency			\$1,000,000					\$1,000,000				
Subtotal - Contingencies												
8l. Miscellaneous	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income	
Subtotal - Miscellaneous												
Total Construction Costs												
9. Other Direct Costs	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income	
Item												
Total Other Direct Costs												
Subtotal of Direct Costs												
			\$15,797,153	\$4,500,000	\$0	\$0	\$0	\$7,918,861	\$0	\$3,378,291	\$0	
10. Indirect Costs	Rate	Base	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income	
Type												
Total Indirect Costs												
Total Estimated Costs												
			\$15,797,153	\$4,500,000	\$0	\$0	\$0	\$7,918,861	\$0	\$3,378,291	\$0	

Grant Application Detailed Budget Worksheet

OMB Approval No. 2501-0017
Expiration: 1/31/2026

Sub-Grantee Name: VTA/GRBH/EAH
Sub-Grantee Address: Blossom Hill

Category			Detailed Description of Budget (for full grant period)								
	Estimated Hours	Rate per Hour	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
1. Personnel (Direct Labor)											
Position or Individual											
Total Direct Labor Cost											
2. Fringe Benefits	Rate (%)	Base	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Total Fringe Benefits Cost											
3. Travel											
3a. Transportation - Local Private Vehicle	Mileage	Rate per Mile	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Trans - Local Private Vehicle											
3b. Transportation - Airfare (show destination)	Trips	Fare	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Transportation - Airfare											
3c. Transportation - Other	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Transportation - Other											
3d. Per Diem or Subsistence (indicate location)	Days	Rate per Day	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Per Diem or Subsistence											
Total Travel Cost											
4. Equipment (Only items over \$5,000 Depreciated value)	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Total Equipment Cost											
5. Supplies and Materials (Items under \$5,000 Depreciated Value)											
5a. Consumable Supplies	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Consumable Supplies											
5b. Non-Consumable Materials	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Non-Consumable Materials											
Total Supplies and Materials Cost											
6. Consultants (Type)	Days	Rate per Day	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income

Grant Application Detailed Budget Worksheet

OMB Approval No. 2501-0017
Expiration: 1/31/2026

Sub-Grantee Name: VTA/GRBH/EAH											
Total Consultants Cost											
7. Contracts and Sub-Grantees (List individually)											
7a. Contracts	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Contracts											
7b. Sub-Grantees (List individually)	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Sub-Grantees											
Total Contracts and Sub-Grantees Cost											
8. Construction Costs											
8a. Administrative and legal expenses	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Administrative and legal expenses											
8b. Land, structures, rights-of way, appraisal, etc	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Land, structures, rights-of way, ...			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8c. Relocation expenses and payments	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Relocation expenses and payments											
8d. Architectural and engineering fees	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Blossom Hill Construction Drawings			\$442,000	\$442,000							
Subtotal - Architectural and engineering fees			\$442,000	\$442,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8e. Other architectural and engineering fees	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Other architectural and engineering fees											
8f. Project inspection fees	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Subtotal - Project inspection fees											
8g. Site work	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Blossom Hill Site Work			\$2,502,942	\$2,502,942							
Subtotal - Site work			\$2,502,942	\$2,502,942	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8h. Demolition and removal	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Blossom Hill Site Demolition			\$387,858	\$387,858							
Subtotal - Demolition and removal			\$387,858	\$387,858	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Grant Application Detailed Budget Worksheet

OMB Approval No. 2501-0017
Expiration: 1/31/2026

Sub-Grantee Name: VTA/GRBH/EAH											
	Quantity	Unit Cost	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
8i. Construction											
Blossom Hill Infrastructure Construction			\$1,167,200	1167200							
Subtotal - Demolition and removal			\$1,167,200	\$1,167,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8j. Equipment											
Subtotal - Equipment											
8k. Contingencies											
Subtotal - Contingencies											
8l. Miscellaneous											
Subtotal - Miscellaneous											
Total Construction Costs											
9. Other Direct Costs											
Item											
Total Other Direct Costs											
Subtotal of Direct Costs			\$4,500,000	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10. Indirect Costs											
Type	Rate	Base	Estimated Cost	HUD Share	Applicant Match	Other HUD Funds	Other Federal Share	State Share	Local/Tribal Share	Other	Program Income
Total Indirect Costs											
Total Estimated Costs			\$4,500,000	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Grant Application Detailed Budget Worksheet	OMB Approval No. 2501-0017 Expiration: 1/31/2026
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Detailed Description of Budget		
Analysis of Total Estimated Costs	Estimated Cost	Percent of Total
1 Personnel (Direct Labor)	1,029,825.60	2.1%
2 Fringe Benefits	437,675.88	0.9%
3 Travel	0.00	0.0%
4 Equipment	0.00	0.0%
5 Supplies and Materials	0.00	0.0%
6 Consultants	0.00	0.0%
7 Contracts and Sub-Grantees	47,802,746.55	95.6%
8 Construction	0.00	0.0%
9 Other Direct Costs	0.00	0.0%
10 Indirect Costs	713,939.47	1.4%
Total:	49,984,187.50	100.0%
Federal Share:	10,000,000	20%
Match (Expressed as a percentage of the Federal Share):	366%	

Attachment F: Application for Federal Assistance (SF-424)

Applicant: Metropolitan Transportation Commission

DRAFT

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	FR-6700-N-98
Opportunity Title:	Pathways to Removing Obstacles to Housing (PRO Housing)
Opportunity Package ID:	PKG00283091
CFDA Number:	14.023
CFDA Description:	Community Development Block Grant- PRO Housing Competition
Competition ID:	FR-6700-N-98
Competition Title:	Pathways to Removing Obstacles to Housing (PRO Housing)
Opening Date:	09/07/2023
Closing Date:	10/30/2023
Agency:	Department of Housing and Urban Development
Contact Information:	CDBG-PROHousing@hud.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01196203
Application Filing Name:	PRO Housing Grant
UEI:	UKDZHCRW3U97
Organization:	METROPOLITAN TRANSPORTATION COMMISSION
Form Name:	Application for Federal Assistance (SF-424)
Form Version:	4.0
Requirement:	Mandatory
Download Date/Time:	Oct 06, 2023 04:15:10 PM EDT
Form State:	No Errors

FORM ACTIONS:

Application for Federal Assistance SF-424

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
---	---	--

* 3. Date Received: Completed by Grants.gov upon submission.	4. Applicant Identifier: n/a
--	--

5a. Federal Entity Identifier: n/a	5b. Federal Award Identifier: n/a
--	---

State Use Only:

6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>
--	--

8. APPLICANT INFORMATION:

*** a. Legal Name:** Metropolitan Transportation Commission

* b. Employer/Taxpayer Identification Number (EIN/TIN): 941749911	* c. UEI: UKDZHCRW3U97
---	----------------------------------

d. Address:

* Street1:	375 Beale St
Street2:	Suite 800
* City:	San Francisco
County/Parish:	San Francisco
* State:	CA: California
Province:	
* Country:	USA: UNITED STATES
* Zip / Postal Code:	94105-2066

e. Organizational Unit:

Department Name: <input type="text"/>	Division Name: <input type="text"/>
---	---

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Ms.	* First Name: Somaya
Middle Name:	
* Last Name: Abdelgany	
Suffix:	

Title: Preservation Program Coordinator

Organizational Affiliation: Metropolitan Transportation Commission

* Telephone Number: 415-778-5217	Fax Number: <input type="text"/>
---	---

*** Email:** sabdelgany@bayareametro.gov

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

X: Other (specify)

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

Metropolitan Planning Org.

*** 10. Name of Federal Agency:**

Department of Housing and Urban Development

11. Catalog of Federal Domestic Assistance Number:

14.023

CFDA Title:

Community Development Block Grant- PRO Housing Competition

*** 12. Funding Opportunity Number:**

FR-6700-N-98

* Title:

Pathways to Removing Obstacles to Housing (PRO Housing)

13. Competition Identification Number:

FR-6700-N-98

Title:

Pathways to Removing Obstacles to Housing (PRO Housing)

14. Areas Affected by Project (Cities, Counties, States, etc.):

Attachment - Areas Affected by Project.docx

*** 15. Descriptive Title of Applicant's Project:**

Launching the Bay Area Priority Sites Program: Connecting Regional Planning with Local Implementation to Create Equitable Transit-Oriented Communities

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="10,000,000.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="36,605,896.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="3,378,291.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="49,984,187.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

a. This application was made available to the State under the Executive Order 12372 Process for review on .

b. Program is subject to E.O. 12372 but has not been selected by the State for review.

c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes No

If "Yes", provide explanation and attach

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative:

* Date Signed:

Attachment G: PRO Housing Certifications

Applicant: Metropolitan Transportation Commission

DRAFT

PRO HOUSING CERTIFICATIONS FOR METROPOLITAN PLANNING ORGANIZATION (MPO) APPLICANTS AND NON-ENTITLEMENT LOCAL GOVERNMENT APPLICANTS

The applicant certifies that:

Affirmatively Further Fair Housing -- The MPO will affirmatively further fair housing.

The Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended (URA) -- It will comply with the acquisition and relocation requirements of the URA (42 U.S.C. 4601-4655) and implementing regulations at 49 CFR Part 24.

Anti-Lobbying -- To the best of the jurisdiction's knowledge and belief:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of it, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, it will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions; and
3. It will require that the language of paragraph 1 and 2 of this anti-lobbying certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

Authority of MPO – The submission of the PRO Housing application is authorized under State and local law (as applicable) and the MPO possesses the legal authority to carry out the programs for which it is seeking funding, in accordance with applicable HUD regulations.

Section 3 -- It will comply with section 3 of the Housing and Urban Development Act of 1968 (12 U.S.C. 1701u) and implementing regulations at 24 CFR Part 75.

Build America, Buy America (BABA) – It will comply with Title IX, Subpart A of the Infrastructure Investment and Jobs Act of 2021 (41 U.S.C. 8301 et seq.).

Public Participation -- It is in full compliance with the PRO Housing streamlined public participation requirements found in Section VI.E of the PRO Housing NOFO.

Use of Funds -- It has complied with the following criteria:

1. Maximum Feasible Priority. With respect to activities expected to be assisted with PRO Housing funds, it has developed its PRO Housing proposal so as to give maximum feasible priority to activities which benefit low- and moderate-income families or aid in the prevention or

elimination of slums or blight. The PRO Housing proposal may also include PRO Housing-assisted activities which the grantee certifies are designed to meet other community development needs having particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community, and other financial resources are not available (see Optional PRO Housing Certification).

2. Overall Benefit. PRO Housing funds shall principally benefit persons of low and moderate income in a manner that ensures that at least 70 percent of the amount is expended for activities that benefit such persons.
3. Special Assessments. It will not attempt to recover any capital costs of public improvements assisted with PRO Housing funds by assessing any amount against properties owned and occupied by persons of low and moderate income, including any fee charged or assessment made as a condition of obtaining access to such public improvements. However, if PRO Housing funds are used to pay the proportion of a fee or assessment that relates to the capital costs of public improvements (assisted in part with PRO Housing funds) financed from other revenue sources, an assessment or charge may be made against the property with respect to the public improvements financed by a source other than PRO Housing funds. In addition, in the case of properties owned and occupied by moderate-income (not low-income) families, an assessment or charge may be made against the property for public improvements financed by a source other than PRO Housing funds if the jurisdiction certifies that it lacks PRO Housing funds to cover the assessment.

Excessive Force – Each member State or local government has adopted and is enforcing:

1. A policy prohibiting the use of excessive force by law enforcement agencies within its jurisdiction against any individuals engaged in non-violent civil rights demonstrations; and
2. A policy of enforcing applicable State and local laws against physically barring entrance to or exit from a facility or location which is the subject of such non-violent civil rights demonstrations within its jurisdiction.

Compliance with Anti-discrimination laws -- The grant will be conducted and administered in conformity with title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) and the Fair Housing Act (42 U.S.C. 3601-3619) and implementing regulations.

Lead-Based Paint -- Its activities concerning lead-based paint will comply with the requirements of 24 CFR part 35, subparts A, B, J, K and R; and EPA's lead-based paint rules (e.g., Repair, Renovation and Painting; Pre-Renovation Education; and Lead Training and Certification (40 CFR part 745)).

Compliance with RFRA -- The grant will be conducted and administered in conformity with the requirements of the Religious Freedom Restoration Act (42 U.S.C. 2000bb) and 24 CFR 5.109, allowing the full and fair participation of faith-based entities.

Compliance with Laws -- It will comply with applicable laws.

Signature of Authorized Official

Date

Title

Attachment H: Negotiated Indirect Cost Rate Agreement

Applicant: Metropolitan Transportation Commission

DRAFT

**NEGOTIATED INDIRECT COST RATE AGREEMENT
BETWEEN THE
METROPOLITAN TRANSPORTATION COMMISSION
AND THE
FEDERAL TRANSIT ADMINISTRATION**

This agreement is made and entered into between the Metropolitan Transportation Commission (MTC | ID=1655) and the United States Department of Transportation, Federal Transit Administration (FTA), the cognizant federal agency for indirect costs under government-wide Uniform Administrative Requirements and Cost Principles, [2 CFR Part 200](#).

The indirect cost rate approved and contained herein is for use and may be charged to grant awards, cooperative agreements, and contracts with the Federal Government, to which 2 CFR 200 Subpart E and Appendix V and/or VII apply, subject to the limitations contained in Section II.A of this agreement, as well as the grants management guidelines included in [FTA Circular 5010.1E](#).

The indirect cost rate is approved by the FTA or negotiated with the MTC and in accordance with the authority contained in Appendix V and/or VII of 2 CFR Part 200.

Section I: Rate

Rate: 48.65%

Type: Provisional

Base: Direct Salaries and Benefits

Effective Period: July 1, 2022 to June 30, 2023

Applicable To: All programs not specifically exempted, or limited by law, or otherwise not applicable because special operating factors necessitate special indirect cost rates.

Section II: General

A. Limitations

The rate contained in this agreement may be subject to statutory or administrative limitations and the calculated indirect costs are reimbursable through grant, contract, or other agreement only to the extent that funds are available. Acceptance of this rate is predicated on these conditions: (1) Only costs incurred by the MTC were included in its indirect cost pool as finally accepted and are allowable under the governing cost principles; (2) The same costs that have been treated as indirect costs are not claimed as direct costs; (3) Similar types of costs have been accorded consistent accounting treatment, and

(4) The information provided by the MTC which was used to establish the rate is not later found to be materially incomplete or inaccurate by the Federal Government. In such situations, the agreement will be subject to reopening, and the rate may be adjusted and refunds made if the proposal included unallowable costs.

B. Accounting Changes

This agreement is based on the accounting system to be in effect during the agreement period. Changes in the method of accounting for costs that affect the amount of reimbursement resulting from the use of this rate require prior concurrence of the FTA. Such changes include, but are not limited to, changes in the charging of a particular type of cost from indirect to direct. Failure to obtain concurrence may result in cost disallowances.

C. Rate Type

This agreement and approval is for (a) Provisional indirect cost rate and is based on an estimate of the costs for the period covered by the rate.

D. Use by Other Federal Agencies

The rate in this Agreement is approved in accordance with the authority in 2 CFR Part 200 Subpart E and Appendix V and/or VII, and should be applied to grants, contracts, and other agreements covered by this regulation, subject to any limitations in Section I or II.A above. Copies of this document may be provided to other federal agencies as a means of notifying them of this agreement.

E. Other

If any federal contract, grant, or other agreement is reimbursing indirect costs by means other than the approved rate in this agreement, the MTC shall notify the FTA.

Metropolitan Transportation Commission

Derek Hansel
Chief Financial Officer

[U.S. Department of Transportation](#)
[Federal Transit Administration](#)
[Region 9](#)

[Darin Allan](#)
Director, Office of Financial Management
and Program Oversight

Attachment: Metropolitan Transportation Commission Cost Allocation Plan and/or Indirect Cost Rate Proposal for FY 2023 (certified August 18, 2022)