

September 2014 Draft Guidelines	January 2015 Final Draft Guidelines
Section 100: Purpose and Scope	
	<ul style="list-style-type: none"> No Changes
Section 101 AHSC Program Overview	
	<ul style="list-style-type: none"> Provides clearer summary of statutory mandate, AHSC Program, and implementation
Section 102: Eligible Projects	
	<ul style="list-style-type: none"> Provides clearer description of Project Area requirements Defines Project Area with fixed transit routes as a 1 mile radius from transit Removes specific transit mode requirements for TOD and ICP Project Areas and defined High Quality Transit based on headway times during peak hours, regardless of mode of transit, for TOD Project Areas.
Section 103: Eligible Costs	
<ul style="list-style-type: none"> Described broader categories of “Capital and Program Uses” 	<ul style="list-style-type: none"> Restructures “Capital and Program Uses” to reflect costs associated with eligible costs. <ul style="list-style-type: none"> Clarifies definitions of eligible costs: 1) Capital Projects and 2) Planning and Program Costs Incorporates previous “Green Infrastructure” category into eligible costs for all Capital Projects, specifically related to energy efficiency, low impact design, and urban greening improvements. Affordable Housing-Development Capital Costs <ul style="list-style-type: none"> Deletes minimum project size/unit requirements, references to Metropolitan and Non-Metropolitan Areas Reduces minimum net density requirements to reflect State default densities

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Section 103: Eligible Costs (Continued)	
	<ul style="list-style-type: none"> • Transportation-Related Infrastructure Capital Projects <ul style="list-style-type: none"> ○ Inclusive of Active Transportation and Transit-Related costs ○ Includes capital improvements which improve 1) public transit access; 2) pedestrian network; and 3) bicycle network. ○ Increases limit on Impact fees from \$200,000 to \$300,000 not to exceed 15% of award ○ Limits eligible soft costs for housing-related and transportation infrastructure at no more than 10% of award • Program Costs <ul style="list-style-type: none"> ○ Allows operation costs for the term of the grant only • Former “Table 5” moved to Appendix B for illustrative purposes
Section 104: Assistance Terms and Limits	
<ul style="list-style-type: none"> • Program Award Limits: Section 104 (c): “The maximum Program award within a geographic boundary for a Locality is limited to \$15 million...A single Project Area cannot receive more than one award. A single developer may receive no more than \$15 million per NOFA funding cycle.” • Planning Costs: no limit • Program Costs: Total grant amount for a Program Cost shall not exceed 10% of the total request. • Transportation-Related Infrastructure: total transportation or transit-related and/or green infrastructure grant shall not exceed 50% of the total Capital Use project budget 	<ul style="list-style-type: none"> • Award Limits for Localities and Developers may be waived to meet statutorily-required Affordable Housing and Disadvantaged Community set-asides. • Deletes restriction on awards per Project Area • For multi-phased projects, GHG reductions are measured only for the phase funded • Affordable Housing Development loans: <ul style="list-style-type: none"> ○ Allows Development receiving 4% tax credits to add \$30,000 per Restricted Unit for loan limit calculation • Planning Costs: Total grant amount cannot exceed 15 percent of the request, or \$250,000 • Program Costs: Total grant amount within a Project Area cannot exceed 30 percent of the request, or \$500,000 • Transportation-Related Infrastructure: Limit removed.

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Section 105: Eligible Applicants and Application Process	
<ul style="list-style-type: none"> • Defines Eligible Applicants as: “a Public Agency that has jurisdiction over the Project Area...either by itself or jointly with any of the following applicants...” (Section 105 (a)) • Public Agency required for all Applications 	<ul style="list-style-type: none"> • Provides clearer and expanded description of Eligible Applicants to reflect applicants with eligible projects <ul style="list-style-type: none"> ○ Includes Regional Transportation Planning Agencies, local Transportation Commissions, Joint Powers Authorities; Congestion Management Agencies • Clarifies required role of Public Agency <ul style="list-style-type: none"> ○ Not required unless there is a financial or real property interest of a Public Agency in proposed project. • Details required contents of Concept Proposal (Figure 5, p 19) • Provides review criteria for Concept Proposals • Deletes optional site visit as part of the review process • Clarifies application review process (Figure 7, p 23) • Incorporates information on Metropolitan Planning Agency role during the review process
Section 106: Application Threshold Requirements	
	<ul style="list-style-type: none"> • Clarifies programmatic thresholds related to project readiness • Adds requirements that the project demonstrate that climate adaptation measures and are integrated into the project, and if applicable, that impacts of sea level rise are identified • Must demonstrate that the costs for any Project will not result in loss or conversion of agricultural land for other uses • Removes minimum point requirements for TOD and ICP project areas • Removes minimum point scores for Program Uses – covered in scoring criteria • Reflects CalEPA identification of Disadvantaged Communities and ARB guidance on benefits to Disadvantaged Communities

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Section 107: Application Selection Criteria	
<p>Previous Criteria 'Buckets', with 17 Criteria</p> <ul style="list-style-type: none"> - Feasibility and Readiness - Connectivity and Improved Access - Community Orientation <p>No scoring values associated with any criteria.</p>	<ul style="list-style-type: none"> • Revised Criteria 'Buckets', with 12 Criteria <ul style="list-style-type: none"> ○ GHG Emissions Reduction – 55% of total score ○ Feasibility and Readiness - 15 % of total score ○ Policy Considerations – 30% of total score • Removal of criteria or requirements that can be captured by GHG metric: <ul style="list-style-type: none"> ○ Proximity to Transit Supportive Land Uses ○ Increase Public Transit Ridership ○ Parking, Transit Passes, Car Sharing, EV Charging Stations • Removes criteria or points related to requirements which do not apply to all types of transit and place types, or were deemed too prescriptive, including: <ul style="list-style-type: none"> ○ Specific and restrictive amenities list (replaced with more inclusive "Key Destinations" term) ○ Implementing a Transportation Demand Management Strategy ○ On time performance, accident data, and maintenance data points for transit ○ Electronic user information • Feasibility and Readiness: adds new criteria for development experience and past performance for Capital Projects • Anti-Displacement Criteria: applies to all applications • Co-Benefit Criteria: points awarded for including up to 3 co-benefits • Streamlined/Removed: <ul style="list-style-type: none"> ○ Community Greening and Natural Resource Conservation: eligible as a fulfilling co-benefit criteria ○ Leverage of other GGRF Programs: covered in Capital Project Funds Leveraged Criteria ○ Location Affordability Index: not applicable to AHSC Program

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Section 108: Criteria Applicability Based on Proposed Project	<ul style="list-style-type: none"> Amended to reflect changes to criteria
Section 109: Legal Documents	<ul style="list-style-type: none"> No major changes
Section 110: Reporting Requirements	<ul style="list-style-type: none"> No major changes
Section 111: Performance Requirements	<ul style="list-style-type: none"> Deletes disbursement extension deadline option. AHSC Program funds are limited by the requirements of the 2014-15 Budget Act.
Section 112: Default and Cancellations	<ul style="list-style-type: none"> No major changes
Section 113: Prevailing Wages	<ul style="list-style-type: none"> No major changes
Appendix A: Definitions	<ul style="list-style-type: none"> Clarifies and streamlines duplicative, unnecessary, and unused terms. Removal of Transportation related requirements that do not apply to all types of transit and place types <ul style="list-style-type: none"> Flexible Transit projects and other transit projects without land use components are exempt from land use related criteria See table below for clarification on streamlined transit and transportation definitions

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STREAMLINED CHANGES TO TRANSPORTATION- and TRANSIT-RELATED DEFINITIONS		
Original Terms	New Terms (Please refer to Appendix A for detail)	Explanation
Major Transit Stop Transit Station Transit Stop Qualifying Transit Station Destination Transit Station Bus Transfer Station Bus Hub	Transit Station/Stop Destination Transit Station/Stop	The new Station/Stop definitions allow for greater flexibility of stop characteristics and service, relying on the “Qualifying Transit” definitions to ensure applicants meet project requirements.
Publicly Subsidized Transit Qualifying High Quality Transit Qualifying Transit Transit	Qualifying High Quality Transit Qualifying Transit	The new Transit definitions explicitly define what types of transit qualify based on characteristics rather than transit type names.
High Speed Rail Commuter Rail Light Rail Express Bus Bus Bus Rapid Transit (BRT) Feeder Transit System Vanpools Shuttles	Rail Service Bus Service Bus Rapid Transit (BRT) Flexible Transit Service	The definitions for transit types have been simplified into four categories to avoid confusion that may arise based on the use of various transit service names by different regions.
Major Transit Corridor Transit Corridor	Transit Corridor	Much like the Station/Stop definitions, a Transit Corridor no longer has differentiating characteristics based on what kind of transit it serves, that differentiation is done in the Qualifying Transit definition itself.

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Appendices B-G (formerly Appendices B-D)	Added Appendices: <ul style="list-style-type: none">- Appendix B: Examples of Eligible Costs- Appendix C: Project Location Designations- Appendix D: GHG Quantification Methodology- Appendix E: Co-Benefits- Appendix F: Climate Resiliency

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