

The Affordable Housing and Sustainable Communities Program (AHSC) has many shared goals with the MTP/SCS, as both aim to reduce greenhouse gas emissions (GHG) through land use and transportation projects that support infill development, increase transit ridership, and increase and improve accessibility and mobility. One of the requirements in the AHSC program guidelines is that projects must support implementation of the MTP/SCS. The AHSC FY 17/18 application includes a narrative-based question on how the project implements the SCS and requires applicable sections or elements of the SCS as documentation (section K of the ASHC FY 17/18 guidelines). To assist applicants with this, SACOG has developed a list of key assumptions and outcomes of the MTP/SCS that closely relate to the AHSC program. Because there are three categories of AHSC projects with varying requirements, it is not assumed that all projects will support all of these indicators. It is assumed that any project applying for an AHSC grant will support at least two of the indicators below. AHSC applicants are encouraged (but not required) to use the information below to demonstrate that the project supports implementation of the SCS. SACOG offers [technical assistance to AHSC applicants](#), please contact [Greg Chew](#) for more information.

Key MTP/SCS Information for AHSC applicants

For the AHSC FY 17/18 application, SACOG believes that projects implementing at least two of the following important MTP/SCS assumptions or outcomes support implementation of the SCS. For additional information, the full MTP/SCS can be found [here](#).

- Supports the fix-it-first initiative of the SCS by adding new housing to existing communities (the MTP/SCS increased the maintenance budget by \$2 million by shifting money away from new/expanding infrastructure projects, page 56).
- Reduces VMT (MTP/SCS reduces HH VMT by 5.6%, page 85).
- Increases transit ridership (MTP/SCS achieves nearly triple the transit passenger boardings from today by 2036, page 115).
- Increases walk and bike travel (MTP/SCS increases walk and bike trips per capita by 19% and 14% respectively, page 115).
- Adds new homes near high-frequency transit (MTP/SCS assumes 105,000 new homes in transit priority areas, page 44).
- Adds attached housing (MTP/SCS assumes 45% of new housing is attached, page 36).
- Increases access to jobs and/or services (MTP/SCS achieves a 37% increase in the number of activities within a reasonable travel time, page 85).
- Supports growth and increased accessibility in LIHM areas (MTP/SCS assumes increased accessibility to transit, jobs, and key services in LIHM areas, page 197-201).
- Reduces impacts to farmland (MTP/SCS has a compact development footprint, which has a significantly lower impact to farmland than historical development, page 145).