

Additional Resources

Funding Sources

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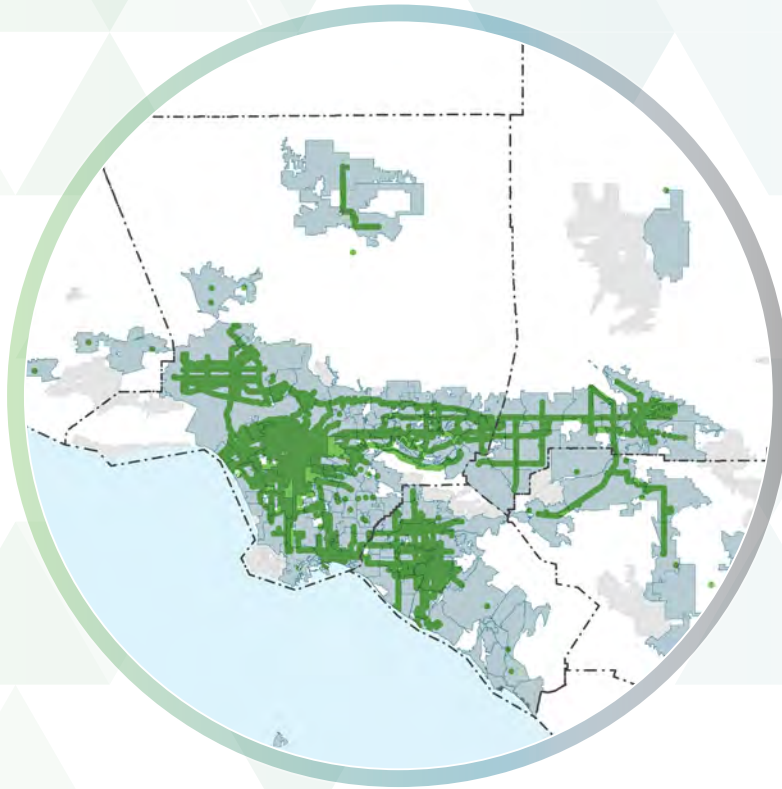


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Part III

Additional Resources

A - FUNDING SOURCES



Funding Source Categories

Summary of Funding Sources

Bicycle/Pedestrian Project Funding Sources

Urban Greening/Environmental Project Funding Sources

Parking and Transit Infrastructure Funding Sources

Major Developments Funding Sources - Economic Revitalization

Major Developments Funding Sources - Affordable Housing

District-wide Value Capture Mechanisms

Funding Source Categories

There is a wide variety of public and private funding sources and strategies that can be used to realize the TOD goals expressed in each HQTAs Vision Plan. The following pages include a list of some of these sources, grouped by the categories listed below:

- BP** Bicycle and Pedestrian
- UG** Urban Greening & Environmental
- PT** Parking and Transit Infrastructure
- ER** Major Developments (Economic Revitalization)
- AF** Major Developments (Affordable Housing)
- VC** District-wide Value Capture Mechanisms

For each Vision Plan, a tailored financial strategy with targeted funding sources is included to enable pilot project jurisdictions to focus on a specific set of sources. It is important to note that these funding sources can and often do change over time; funding programs may be canceled, new funding sources may become available, and funding availability may be decreased. There may also be new federal, state, and local resources available to cities in the coming years that could also be leveraged to implemented in each Vision Plan.

As future rounds of the HQTAs program move forward, this Toolkit will be continuously updated with additional funding sources.

Summary of Funding Sources

Sources of Funding	Applicant	Disbursement Agency	Source	Funding Type	Process
Bicycle/Pedestrian Project Funding Sources					
BP Active Transportation Program (ATP)	Cities	Metropolitan Planning Orgs. (MPO)	CalTrans	Grant	Call for Projects
BP Measure M - Metro Active Transportation Program	Cities	LA Metro	Sales Tax	Discretionary Funds	Competitive
BP Local Returns Program (LA County)	Cities	LA Metro	Sales Tax	Grant	Formula
BP Transportation Development Act (Article 3)	Transit Agencies/City	LA Metro	Retail Sales Tax	Grant	Formula
BP Bicycle and Pedestrian Facilities Program SB-821	Local Jurisdictions	RCTC	LFT Funds	Grant	Call for Projects
BP Measure I - Local Streets	Cities	SBCTA	Sales Tax	Grant	Formula
BP Safe Routes to School	Cities/Counties	CalTrans	State+Federal	Grant	Competitive
BP Sustainable Transportation Planning Grant Program	Cities	MPOs	CalTrans	Planning Grant	Competitive
BP Surface Transportation Block Grant (FAST Act)	Cities	MPOs	FHWA	Grant	Formula
BP Congestions Mitigation and Air Quality Improvement Program (CMAQ)	Cities	MPOs	FHWA	Grant	Formula
Urban Greening/Environmental Project Funding Sources					
UG CalFIRE CCI Grants - Urban and Community Forestry Program	Cities	Dept. of Forestry and Fire Protection	CCI	Grant	Competitive
UG California Urban Greening Grant Program	Cities, Counties, others	California Natural Resources Agency	CCI	Grant	Competitive
UG Congestions Mitigation and Air Quality Improvement Program (CMAQ)	Cities	MPOs or State	FHWA	Grant	Formula
UG Community Development Block Grant (CDBG)	Cities/Developers	Cal. Dept. of Housing & Comm. Dev. (CAHCD)	US-HUD	Grant	Competitive
UG Affordable Housing and Sustainable Communities (AHSC) Program	Developers	CAHCD	Cap&Trade	Loan/Grant	Competitive
UG Infill Infrastructure Grant Program (IIG)	Developers	Cities	CAHCD	Grant	Competitive
Parking and Transit Infrastructure Funding Sources					
PT Proposition C - Transit Centers, Park-n-Ride	Developers	LA Metro	Sales Tax	Grant	Call for Projects
PT FTA Section - 5310, 5316, 5317 Programs	Transit Agencies/Cities	LA Metro	FTA	Grant	Competitive
PT BEYOND Framework Funds Program	Member Agencies	WRCOG		Grant	Formula
PT Local Transit Funds (LTF) Transportation Development Act (TDA) SB 325	Cities	Cities and counties	CalTrans	Grant	Discretionary
PT Cap and Trade - Transit and Intercity Rail Capital Program	Cities	MPOs, municipalities, counties	CalTrans	Grant	Call for Projects
PT Cap and Trade - Low Carbon Transit Operations Program (LCTOP)	Cities	Transit Agencies	CalTrans	Grant	Competitive
PT Buses and Bus Facilities Grant Program - 5339	Cities	Transit Agencies (Bus)	FTA	Grant	Formula/Competitive
PT Urbanized Area Formula Grants - 5307	Cities	MPOs and Transit Agencies	FTA	Capital/Planning Grant	Formula
PT California Infrastructure State Revolving Loan Fund (I-Bank)	Cities	Several (see details)	State of Cal	Financing	Rolling Applications
PT Transportation Infrastructure Finance and Innovation Act (TIFIA)	Cities	Several (see details)	USDOT	Financing/Guarantee	Rolling applications
PT Pilot Program for TOD Planning funded by CIG program	Cities	Cities, Local Govt., and Transit Ag.	FTA	Planning Grant	Competitive
PT Capital Investment Grant (Small Starts) - 5309	Cities	Transit Agencies	FTA	Grant	Discretionary

Summary of Funding Sources

Sources of Funding	Applicant	Disbursement Agency	Source	Funding Type	Process
Major Developments Funding Sources - Economic Revitalization					
ER New Markets Tax Credit	Developer	Local Community Development Entities (CDEs)	US-Treasury	Financing	Competitive
ER Community Development Block Grant (CDBG)	Developers	Cities and Counties	US-HUD	Grant	Formula
ER CDBG - Section 108 Loan Guarantee Program	Cities	Local or State Government	US-HUD	Guarantee	Competitive
ER Historical Preservation Tools - Historic Rehabilitation Tax Credit	Developer	Cities	US Parks	Financing	Rolling Applications
ER California Infrastructure State Revolving Loan Fund (I-Bank)	Cities	Several (see details)	State of Cal	Financing	Rolling Applications
ER California Organized Investment Network (COIN)	Cities	Insurance companies	CA -Insurance	Financing	Rolling Applications
ER Choice Neighborhood	Cities/Developers	Local Government	US-HUD	Planning/Capital Grant	Competitive
ER LA County - TOD Planning Grant Program	Cities	LA Metro		Planning Grant	Call for Projects
ER EB-5 Immigration Visa Investment	Developer	Local Jurisdiction	USCIS	Financing	Rolling Applications
ER Public- Private Partnerships (P3)	Cities/Developers			Financing	
ER Joint Development Program	Cities/Developers	LA Metro		Financing	Competitive
Major Developments Funding Sources - Affordable Housing					
AF Low Income Housing Tax Credit (LIHTC) Program	Developers	California Tax Credit Allocation Authority (CTCAC)	US-Treasury	Financing	Competitive
AF Affordable Housing and Sustainable Communities (AHSC) Program	Developers	CAHCD	Cap&Trade	Loan/Grant	Competitive
AF HOME Investment Partnerships Program	Cities/Developers	CAHCD	US-HUD	Grant/Low-int Loan	Competitive
AF National Housing Trust Fund	Cities/Developers	CAHCD	US-HUD	Soft Loans	Competitive
AF Infill Infrastructure Grant Program (IIG)	Cities/Developers	CAHCD	US-HUD	Grant	Competitive
AF Multifamily Bond Financing	Developers	Los Angeles Community Development Commission (LACDC)		Financing	Competitive
AF Los Angeles County Housing Innovation Fund	Developers	LACDC		Financing	Competitive
District-wide Value Capture Mechanisms					
VC Transportation utility fees					
VC Parking Fees/Congestion Pricing					
VC Development Impact Fee					
VC Special Assessment District					
VC Enhanced Infrastructure Finance Districts					
VC Community Revitalization and Investment Authorities (CRIA)					
VC Debt Tools					

Bicycle/Pedestrian Project Funding Sources

Sources of Funding	Overview	Criteria	Process	Considerations
<p>BP Active Transportation Program (ATP) Applicant: Cities Disbursement Agency: MPOs Source: CalTrans Funding Type: Grant Process: Call for Projects</p>	<p>On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program</p>	<p>Increase the proportion of trips accomplished by biking and walking; increase safety and mobility for non-motorized users; advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals, pursuant to SB 375 (Of 2008) and SB 341 (of 2009); Enhance public health; Ensure that disadvantaged communities fully share in the benefits of the program, and Provide a broad spectrum of projects to benefit many types of active transportation users.</p>	<p>40% to metropolitan planning organizations in urban areas with populations greater than 200,000, in proportion their relative share of population. 10%to small urban and rural regions with populations of 200,000 or less. 50%to projects awarded on competitive statewide basis.</p>	<p>Highly applicable for funding TOD-enabling infrastructure.</p>
<p>BP Measure M - Metro Active Transportation Program Applicant: Cities Disbursement Agency: LA Metro Source: Sales Tax Funding Type: Discretionary Funds Process: Competitive</p>	<p>Approximately \$17 million of annual Measure M active transportation funding exists in the new Measure M 2% Active Transportation Program (2% ATP). A key reason Investing in Place and other advocates championed Measure M in 2016 was the creation of the first ever regional funding for walking, biking, vision zero, crosswalks and sidewalks.</p>	<p>Metro introduced a 2% ATP cash flow analysis, which essentially divided up the fund into four main categories: First/Last mile, LA River Bike Path, Bike Share, and Metro Bike and Pedestrian Programs. Each category includes funding allocations for the next five fiscal years.</p>	<p>The funding has been accounted for all the LA County regions. The active transportation projects will be funded through a competitive process and a local match.</p>	<p>Funding available in the near term.</p>
<p>BP Local Returns Program (LA County) Applicant: Cities Disbursement Agency: LA Metro Source: Sales Tax Funding Type: Grant Process: Formula</p>	<p>The Proposition A, Proposition C and Measure R Local Return programs are three one-half cent sales tax measures approved by Los Angeles County voters to finance a countywide transit development program. By ordinance, LA Metro is responsible for administering the programs and establishing guidelines.</p>	<p>Over 50% of local return funds are invested in local public transit. In addition to funding transit services, cities use their Local Return funds to improve and maintain local streets. The Local Return Program also enables local governments to provide other essential local components of our overall transportation system, such as bus stops, park and ride lots, bicycle access, pedestrian access and safety and security.</p>	<p>Local Return funds are allocated and distributed monthly to jurisdictions on a "per capita" basis by Metro. Eligible expenditures are outlined in the Metro's Adopted Local Return Program Guidelines.</p>	
<p>BP Transportation Development Act (Article 3) Applicant: Transit Agencies/Cities Disbursement Agency: LA Metro Source: Retail Sales Tax Funding Type: Grant Process: Formula</p>	<p>Transportation Development Act, Article 3 funds are used by cities within Los Angeles County for the planning and construction of bicycle and pedestrian facilities. A Local Transportation Fund (LTF) for each county derived from ¼ cent of the 7.25 cent statewide retail sales tax. The funds are apportioned to each county by the State Board of Equalization according to the amount of tax collected in the county.</p>	<p>TDA funds can be used for a wide variety of bike and pedestrian facilities such as right-of-way acquisition; construction costs, retrofitting bike and pedestrian amenities, route safety improvements, and bike infrastructure.</p>	<p>Local agencies may either draw down these funds or place them on reserve. Agencies must submit a claim form to LA Metro by the end of the fiscal year in which they are allocated. Failure to do so may result in the lapse of these allocations.</p>	

Bicycle/Pedestrian Project Funding Sources

Sources of Funding	Overview	Criteria	Process	Considerations
<p>BP Bicycle and Pedestrian Facilities Program SB-821 Applicant: Transit Agencies/Cities Disbursement Agency: RCTC Source: Local Transportation Fund (LFT) Funding Type: Grant Process: Call for Projects</p>	<p>Each year 2% of the Local Transportation Fund (LTF) revenue is made available for use on bicycle and pedestrian facility projects through the Commission's SB 821 Program.</p>	<p>Eligible projects include sidewalks, access ramps, bicycle facilities, and bicycle plan development.</p>	<p>All of the cities and the county of Riverside are notified of the SB-821 program estimate of available funding and are requested to submit project proposals. An evaluation committee composed of the Technical Advisory Committee makes recommendations for projects and funding award amounts to the Commission for their final approval.</p>	
<p>BP Measure I - Local Streets Applicant: Cities Disbursement Agency: SBCTA Source: Sales Tax Funding Type: Grant Process: Formula</p>	<p>Measure I is a half-cent sales tax collected throughout San Bernardino County for transportation improvements. In 2004, San Bernardino County voters overwhelmingly approved the extension of the Measure I sales tax through 2040.</p>	<p>Program receives 20% of revenue collected in the San Bernardino Valley Subarea, includes funds for local street repair and improvements. Program funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, freeway interchanges and other improvements to maximize the use of transportation facilities.</p>	<p>Funds distributed to cities and the County on a per capita basis. Annually each jurisdiction develops a Five Year Capital Improvement Plan for Local Streets Projects that is consistent with local, regional, and State transportation plans.</p>	<p>Funds are disbursed to local jurisdictions monthly upon receipt of the annually adopted Local Street Five Year Plan.</p>
<p>BP Safe Routes to School (State & Federal) Applicant: Cities/Counties Disbursement Agency: CalTrans Source: State (AB-57); Federal (MAP-21) Funding Type: Grant Process: Apportionment/Competitive</p>	<p>The program's aim is to increase the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so. Those barriers include lack of infrastructure, unsafe infrastructure, lack of programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community.</p>	<p>The SR2S program funds construction projects to improve the safety of students who walk or bike to school. Improvements must be made on public property. The facilities should include pedestrian facilities, traffic calming, traffic control devices, bike facilities, and public outreach.</p>	<p>Funds will be apportioned to each Caltrans District on the basis of student enrollment as determined by the California Department of Education.</p>	
<p>BP Sustainable Transportation Planning Grant Program Applicant: Cities Disbursement Agency: MPOs and others Source: Caltrans (from FHWA) Funding Type: Planning Grant Process: Competitive</p>	<p>Strategic Partnership Program offers funding for transportation planning studies in partnership with CalTrans to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.</p>	<p>Planning goals include; 1) improve multimodal mobility and accessibility for all people; 2) preserve the multimodal transportation system; 3) support vibrant economy; 4) foster livable and healthy communities and promote social equity; and 5) practice environmental stewardship</p>	<p>CalTrans releases annual statewide notice of funding availability for planning grants which are available to MPOs.</p>	<p>Highly competitive program.</p>

Bicycle/Pedestrian Project Funding Sources

Sources of Funding	Overview	Criteria	Process	Considerations
<p>BP Surface Transportation Block Grant (FAST Act) Applicant: Cities Disbursement Agency: MPOs Source: FHWA (FAST Act) Funding Type: Grant Process: Formula</p>	<p>The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.</p>	<p>STBG funds cannot be used from local roads and collectors; but can be used for pedestrian and bike projects among many others. The STBG requires all the Surface Transportation Program eligibilities and in addition, requires states to create and operate an office to design, implement, and oversee P3 initiatives.</p>	<p>A percentage of a State's STBG apportionment (after set-asides for Transportation Alternatives) is to be obligated in the following areas in proportion to their relative shares of the State's population.</p>	<p>Funds allocated to MPOs based on population.</p>
<p>BP Congestions Mitigation and Air Quality Improvement Program (CMAQ) Applicant: Cities Disbursement Agency: MPOs Source: FHWA (FAST Act) Funding Type: Grant Process: Formula</p>	<p>Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution.</p>	<p>Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and be included in the Metropolitan Planning Organization's (MPO's) current transportation plan and transportation improvement program (TIP) or the current state transportation improvement program (STIP) in areas without an MPO.</p>	<p>FAST Act directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. Once each State's combined total apportionment is calculated, funding is set-aside for the State's CMAQ Program.</p>	<p>Improvement in air quality from project required.</p>

Urban Greening/Environmental Project Funding Sources

Sources of Funding	Overview	Criteria	Process	Considerations
<p>UG Urban and Communities Forestry Grants Program Applicant: Cities/Counties Disbursement Agency: Dept. of Forestry and Fire Source: CCI (from Cap&Trade) Funding Type: Grant Process: Competitive</p>	<p>Through the California Climate Investments (CCI) Urban & Community Forestry Grant Program, CAL FIRE works to optimize the benefits of trees and related vegetation through multiple-objective projects</p>	<p>These projects further the goals of the California Global Warming Solutions Act of 2006 (AB 32), result in a net greenhouse gas benefit, and provide environmental services and cost-effective solutions to the needs of urban communities and local agencies. Co-benefits of the projects include increased water supply, clean air and water, reduced energy use, flood and storm water management, recreation, urban revitalization, improved public health, and producing useful products such as bio-fuel, clean energy, and high quality wood.</p>		
<p>UG California Urban Greening Grant Program Applicant: Cities/Counties Disbursement Agency: CA Natural Resources Agency Source: CCI (from Cap&Trade) Funding Type: Grant Process: Competitive</p>	<p>This new program is a competitive program that supports projects that reduce GHG emissions by establishing and enhancing parks and open space; greening lands and structures; establishing green streets and alleyways; using natural solutions to improve air and water quality and reduce energy consumption; and creating more walkable and bikeable trails that enable residents to access work, schools and commercial centers without having to drive automobiles.</p>	<p>Eligible urban greening projects will reduce GHG emissions and provide multiple additional benefits, including, a decrease in air and water pollution or a reduction, conversion of an existing built environment into green space, incorporate green infrastructure solutions that improve sustainability.</p>	<p>The applicant is required to submit an application, which is evaluated by the state and projects are selected that are likely to make the maximum impact.</p>	
<p>UG Infill Infrastructure Grant Program (IIG) Applicant: Developers Disbursement Agency: Cities Source: CAHCD Funding Type: Grant Process: Competitive</p>	<p>Funded by Proposition (Prop 1C) 1C, the Housing and Emergency Shelter Trust Fund Act of 2006, the primary goal is to promote infill housing development.</p>	<p>IIG is grant assistance, available as gap funding to infrastructure improvements required for specific residential or mixed-use infill development. IIG serves to aid in new construction and rehabilitation of infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill.</p>	<p>Funds are allocated through a competitive process, based on the merits of the individual infill projects and areas. Some of the application selection criteria includes housing density, project readiness, access to transit, proximity to amenities, and housing affordability.</p>	<p>Funding only for qualifying infill project</p>

Parking and Transit Infrastructure Funding Sources

Sources of Funding	Overview	Criteria	Process	Considerations
<p>PT Proposition C - Transit Centers, Park-n-Ride Applicant: Developers Disbursement Agency: LA Metro Source: Sales Tax Funding Type: Grant Process: Call for Projects</p>	<p>A voter-enacted (1990) ½-cent sales tax for public transit purposes.</p>	<p>Capital costs of transit centers including facilities, access improvements, landscaping, bike lockers, rehabilitation, and other amenities. Capital costs and rehabilitation of park-and-ride lots, including freeway bus stops incorporated into a transit center or park-and-ride lot, used exclusively by transit and ride-sharing patrons during normal working hours.</p>	<p>Funds flow to Metro which allocates to itself and other agencies according to the Metro Formula Allocation Procedure, the Metro Call for Projects, and Metro Board actions. A Funding Agreement (FA) is executed for each project in the Metro Call for Projects. These funds can be leveraged by bonding for capital projects.</p>	
<p>PT FTA Section - 5310, 5316, 5317 Programs Applicant: Transit Agencies/Cities Disbursement Agency: LA Metro Source: FTA Funding Type: Grant Process: Competitive</p>	<p>Federal transit law, as amended by MAP-21, requires that projects funded under the Section 5310, Section 5316, and Section 5317 Programs are included in a locally developed, coordinated public transit-human services transportation plan. The 2016-2019 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County ("Coordinated Plan") was formally adopted by the Metro Board of Directors in July 2015.</p>	<p>FTA grant programs include Section 5310 (Enhance Mobility of Seniors and Individuals with Disabilities Program), Section 5316 (Job Access and Reverse Commute Program), and Section 5317 (New Freedom Program).</p>	<p>The solicitation is a competitive selection process that will result in the award of available federal grants apportioned by the Federal Transit Administration (FTA) to eligible agencies through Metro. Approved awards will be authorized by way of fully executed Funding Agreement by/between successful applicant and Metro.</p>	
<p>PT BEYOND Framework Funds Program Applicant: Member Agencies Disbursement Agency: WRCOG Source: Funding Type: Grant Process: Formula</p>	<p>BEYOND is an economic development and sustainability local assistance funding program designed to enable member agencies to develop and implement plans and programs aimed at improving quality of life in Western Riverside County.</p>	<p>Agencies may ask request the funds: 1) To develop plans and/or implement projects; 2) To provide a match for grants and other funding opportunities; and 3) To pool resources with other member agencies for larger projects that affect economic development, water, education, environment, health, and transportation.</p>	<p>The BEYOND Core funding is a non-competitive, fixed amount of funding available to member agencies. Once approved of Core funding, members can apply for project-based funding.</p>	
<p>PT Local Transit Funds (LTF) Transportation Development Act (TDA) SB 325 Applicant: Cities Disbursement Agency: Cities and Counties Source: CalTrans Funding Type: Grant Process: Discretionary</p>	<p>Local Transportation Fund (LTF), is derived from a ¼ cent of the general sales tax collected statewide. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. Each county then apportions the LTF funds within the country based on population.</p>	<p>These funds can be used for transit capital expenditures, operations, or a combination thereof. Standard practice is LTF funds are assumed to be used for operations first, then as a local match for federally funded capital projects when State Transit Assistance (STA) funds can't be used.</p>	<p>It is a three-step process: (1) apportionment, (2) allocation, and (3) payment. Annually, the Transportation Planning Agencies (TPAs) determine each area's share of the anticipated LTF.</p>	<p>Allocation discretionary action by regional planning organization.</p>

Parking and Transit Infrastructure Funding Sources

Sources of Funding	Overview	Criteria	Process	Considerations
<p>PT Cap and Trade - Transit and Intercity Rail Capital Program Applicant: Cities Disbursement Agency: MPOs Source: CalTrans Funding Type: Grant Process: Call for Projects</p>	<p>The Transit and Intercity Rail Capital Program (TIRCP) to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California.</p>	<p>Primary Criteria: Reduce GHG emissions; Increase ridership; Integrate the services of the State's various rail and transit operations; Improve safety. Secondary Criteria: Reducing VMT; Promoting housing development near transit; Improve area for more jobs and housing to increase locational efficiency; Expanding existing rail and public transit systems; Enhancing the connectivity, integration, and coordination of the State's various transit agencies; Implementing clean vehicle technology.</p>	<p>Apply to TIRCP call for projects.</p>	<p>Requires an EIR for high rating in the competitive process.</p>
<p>PT Cap and Trade - Low Carbon Transit Operations Program (LCTOP) Applicant: Cities Disbursement Agency: Transit Agencies Source: CalTrans Funding Type: Grant Process: Competitive</p>	<p>The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862.</p>	<p>The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities.</p>	<p>(1) Lead agency must be listed on SCO letter. (2) Verify the project is in the list of eligible projects. (3) Verify project meets criteria. (4) Submit required documents requested in LCTOP guidelines.</p>	<p>Applicable for all transit projects. But needs commitment from other funding sources.</p>
<p>PT Buses and Bus Facilities Grant Program - 5339 Applicant: Cities Disbursement Agency: Transit Agencies (Buses) Source: FTA Funding Type: Grant Process: Competitive</p>	<p>The Bus & Bus Facilities Infrastructure Investment Program makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.</p>	<p>FTA will prioritize projects that demonstrate how they will address significant repair and maintenance needs, improve the safety of transit systems, deploy connective projects that include advanced technologies to connect bus systems with other networks and support the creation of ladders of opportunity.</p>	<p>Funds remain available for obligation for four fiscal years. This includes the fiscal year in which the amount is made available or appropriated plus two additional years.</p>	<p>Valley Transit authority and Metrolink could apply for this. Funding is provided through formula allocations and competitive grants.</p>
<p>PT Urbanized Area Formula Grants - 5307 Applicant: Cities Disbursement Agency: MPOs/Transit Agencies Source: FTA Funding Type: Capital/ Planning Grant Process: Formula</p>	<p>The Urbanized Area Formula Funding program makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning.</p>	<p>Funds are primarily used for operations and maintenance but can be used for capital projects, including the purchase of vehicles. Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies.</p>	<p>Funding is allocated via formulas. Funds requires a 20% local match. Future funds can potentially be bonded under the Certificate of Participation Program.</p>	

Parking and Transit Infrastructure Funding Sources

Sources of Funding	Overview	Criteria	Process	Considerations
<p>California Infrastructure State Revolving Loan Fund (I-Bank) Applicant: Cities Disbursement Agency: State of California Source: Funding Type: Financing Process: Rolling Application</p>	<p>The ISRF Program provides financing to public agencies and non-profit corporations sponsored by public agencies for a wide variety of infrastructure and economic development projects (excluding housing). ISRF Program funding is available in amounts ranging from \$50,000 to \$25 million, with loan terms for the useful life of the project up to a maximum of 30 years.</p>	<p>Applicant must demonstrate project readiness and feasibility to complete construction within 2 years after the I-Bank's financing approval. In this context, "complete a project" the portion of the project financed by the I-Bank must meet construction contract specifications for completeness and/or ability to operate.</p>	<p>Funding applications are continuously accepted. The I-Bank Board of Directors makes the financing decision. Examples of eligible sources of financing repayment includes: Enterprise/ Sewer Special Funds, leases of Borrower assets, property taxes or property-related assessments, voter-approved General Fund debt.</p>	<p>Financing option for project rather than funding source. All other funding sources must be committed prior to financing approval.</p>
<p>Transportation Infrastructure Finance and Innovation Act (TIFIA) Applicant: Cities Disbursement Agency: Caltrans Source: USDOT Funding Type: Financing/Guarantee Process: Rolling Application</p>	<p>Strategic goal of the TIFIA is to leverage limited Federal resources and stimulate capital market investment in transportation infrastructure by providing credit assistance in the form of direct loans, loan guarantees, and standby lines of credit (rather than grants) to projects of national or regional significance.</p>	<p>The TIFIA credit program offers three distinct types of financial assistance – direct loans, loan guarantees, and standby lines of credits. Major criteria include creditworthiness; foster partnerships that attract public and private investment for the project; ability to proceed at an earlier date or reduced lifecycle costs; Reduces contribution of federal grant assistance to the project; construction contracting process can commence no more than 90 days from execution of a TIFIA credit instrument.</p>	<p>DOT reviews creditworthiness of project sponsor (sponsor must pay \$100,000) and then DOT may request oral presentation. DOT will evaluate and give recommendation to DOT Credit Council, DOT Credit Council makes recommendation to the Secretary. DOT will notify sponsor if project is approved. Project sponsor must satisfy all program requirements, DOT will issue term sheet, credit agreement, and will disburse funds.</p>	<p>Source of credit assistance, but needs a revenue source to service the debt payments. Applicable for Parking Structure/Districts.</p>
<p>Pilot Program for TOD Planning funded by CIG Program Applicant: Cities Disbursement Agency: Caltrans Source: USDOT Funding Type: Planning Grant Process: Competitive</p>	<p>The Pilot Program for TOD Planning helps support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a transit capital investment that is seeking or recently received funding through the Capital Investment Grant (CIG) Program.</p>	<p>Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.</p>	<p>Competitive funding application</p>	<p>MetroLink could apply for this. LA Metro got for WSAB corridor.</p>
<p>Capital Investment Grant (Small Starts) - 5309 Applicant: Cities Disbursement Agency: Transit Agencies Source: FTA Funding Type: Grant Process: Discretionary</p>	<p>This is FTA's primary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. It is a discretionary grant program unlike most others in government.</p>	<p>Project Justification Criteria: Mobility improvements; Environmental benefits; Congestion relief; Cost-effectiveness; Economic development; Supportive land uses and land use policy. Financial Commitment Criteria: Current financial conditions of project operator; Commitment of funds; Financial capacity and reasonableness of assumptions.</p>	<p>Application to Small Starts required. Instead of an annual call for applications and selection of awardees by the Federal Transit Administration (FTA), the law requires that projects seeking CIG funding complete a series of steps over several years to be eligible for funding.</p>	<p>Highly competitive and requires commitment from other non-federal sources.</p>

Major Developments Funding Sources - Economic Revitalization

Sources of Funding	Overview	Criteria	Process	Considerations
<p>ER New Markets Tax Credit Applicant: Developer Disbursement Agency: Local CDEs Source: US-Treasury Funding Type: Financing Process: Competitive</p>	<p>The NMTC Program incentivizes community development and economic growth through the use of tax credits that attract private investment to distressed communities. The NMTC Program enables the Community Development Financial Institution (CDFI) to allocate tax credit authority to Community Development Entities (CDEs) through a competitive application process. CDEs use their authority to offer tax credits to investors in exchange for equity in the CDE. Using the capital from these equity investments, CDEs can make loans and investments to businesses operating in low-income communities on better rates and terms and more flexible features than the market.</p>	<p>The NMTC Program enables the Community Development Financial Institution (CDFI) to allocate tax credit authority to Community Development Entities (CDEs) through a competitive application process. Funding can be used only for commercial development such as manufacturing, food, retail, housing, health, technology, energy, education, and childcare.</p>	<p>NMTC process begins with applying for a CDE certification. Next, the CDE will need to apply to the current Allocation round, which typically begins in May and awards are announced in the winter of the same year. Once the awards are announced, the allocation agreement has to be closed. The final step is an ongoing reporting and compliance documentation.</p>	<p>Creating a separate entity is critical for accessing NMTC dollars.</p>
<p>ER Community Development Block Grant (CDBG) Applicant: Developer Disbursement Agency: Cities and Counties Source: US-HUD Funding Type: Grant Process: Formula</p>	<p>The Community Development Block Grant (CDBG) is a flexible program that provides communities with resources to address a wide range of unique community development needs. The CDBG program works to ensure decent affordable housing, to provide services to the most vulnerable in our communities, and to create jobs through the expansion and retention of businesses.</p>	<p>Not less than 70 percent of CDBG funds must be used for activities that benefit low- and moderate-income persons. In addition, each activity must meet one of the following national objectives for the program: 1) benefit low- and moderate-income persons, 2) prevention or elimination of slums or blight, or 3) address community development needs having a particular urgency.</p>	<p>The annual CDBG appropriation is allocated between States and local jurisdictions based on a formula comprised of several measures of community need, including the extent of poverty, population, housing overcrowding, age of housing, and population growth lag in relationship to other metropolitan areas.</p>	<p>Directly disbursed to counties and cities based on formula.</p>
<p>ER CDBG - Section 108 Loan Guarantee Program Applicant: Cities Disbursement Agency: Local Govt. or State Source: US-HUD Funding Type: Loan Guarantee Process: Competitive</p>	<p>Section 108 offers state and local governments the ability to transform a small portion of their Community Development Block Grant (CDBG) funds into federally guaranteed loans large enough to pursue physical and economic revitalization projects capable of revitalizing entire neighborhoods.</p>	<p>Source of financing for certain community development activities, such as housing rehabilitation, economic development, and large-scale physical development projects. All projects and activities must meet one of</p>	<p>The borrower will be required to secure the loan by pledging current or future CDBG allocations to either repay the loan or secure it. In addition, the borrower may be required to pledge additional security to the loan which may include property liens or other collateral.</p>	

Major Developments Funding Sources - Economic Revitalization

Sources of Funding	Overview	Criteria	Process	Considerations
<p>ER Historical Preservation Tools - Historic Rehabilitation Tax Credit Applicant: Developers Disbursement Agency: Cities Source: US Parks Funding Type: Financing Process: Rolling Application</p>	<p>The Federal Historic Rehabilitation Tax Credit program is administered by the National Park Service and the State Office of Historic Preservation.</p>	<p>The Federal Historic Preservation Tax Incentives Program encourages private investment in the re-use of historic buildings. The program provides for a 20% income tax credit for the rehabilitation of income-producing buildings that are “certified historic structures.” A smaller tax credit (10%) is available for non-certified buildings constructed before 1936.</p>	<p>Building owners must complete a three-part application process to qualify for the credit. In Part 1, the applicant verifies that the property is listed in or eligible for the National Register. Part 2 provides a description of the proposed work for approval, utilizing the Secretary of the Interior’s Standards for Rehabilitation. Part 3 compares the actual project work with the Part 2 description and verifies that the project has met the Standards.</p>	<p>Only applicable to income-producing properties.</p>
<p>ER California Organized Investment Network (COIN) Applicant: Cities Disbursement Agency: Insurance Companies Source: CA Insurance Funding Type: Financing Process: Rolling Application</p>	<p>COIN is a collaborative effort between the California Department of Insurance, the insurance industry, and advocates for investments in low-income communities. This voluntary program facilitates insurance industry investments that benefit California’s environment and its low-to-moderate (LMI) income and rural communities.</p>	<p>COIN researches, sources, structures and certifies that investment in a wide range of innovative opportunities and deliver competitive rates of return. Investments must benefit California’s environment or its low-to-moderate income or rural communities through economic development, job creation, access to transit or healthcare or improvements in education.</p>	<p>COIN extensively researches investment opportunities for insurers and publishes Investment Bulletins for high impact or guided investments that are believed to be safe and solvent, offer competitive financial returns, and benefit California’s environment, LMI, and rural communities.</p>	<p>Attracts private investments for community economic development. Can be used for access to transit as well as healthcare and education-related development</p>
<p>ER Choice Neighborhood Applicant: Cities/Developers Disbursement Agency: Local Government Source: US-HUD Funding Type: Capital/Planning Grant Process: Competitive</p>	<p>The Choice Neighborhoods program provides competitive Planning Grants and Implementation Grants to enable communities to revitalize struggling neighborhoods with distressed public housing or HUD-assisted housing through a comprehensive approach to neighborhood transformation.</p>	<p>Planning Grants enable local leaders to undertake a comprehensive planning process, working closely with housing residents, broader community members, businesses, and a range of local stakeholders. Implementation Grants support communities that have undergone a comprehensive planning process and are ready to implement their plans.</p>	<p>HUD established a mapping tool for the purposes of establishing neighborhood eligibility and to assign points for certain rating factors. This mapping tool will overlay the locally defined neighborhood boundaries with data associated with that area and estimate the rates of certain indicators in that neighborhood using a proportional allocation methodology.</p>	<p>It is competitive grant program. Notice of funding availability of announced each year. Applicants can apply for these grants.</p>

Major Developments Funding Sources - Economic Revitalization

Sources of Funding	Overview	Criteria	Process	Considerations
<p>ER LA County - TOD Planning Grant Program Applicant: Cities Disbursement Agency: LA Metro Source: Combination of various funds Funding Type: Planning Grant Process: Call for Projects</p>	<p>Metro is responsible for allocating discretionary federal, state and local transportation funds to improve all modes of surface transportation. Metro also prepares the Los Angeles County Transportation Improvement Program (TIP). A key component of TIP is the Call for Projects program, a competitive process that distributes discretionary capital transportation funds to regionally significant projects.</p>	<p>The eight modal categories of funding include regional surface transportation improvement, good movement improvements, signal synchronization and bus speed improvements, transportation demand management, bicycle improvements, pedestrian improvements, and transit capital.</p>	<p>Every other year, Metro accepts Call for Projects applications in eight modal categories. Metro staff ranks eligible projects and presents preliminary scores to Metro’s Technical Advisory Committee (TAC) and the Metro Board of Directors for review. Upon approval, the TIP is developed and formally transmitted to the regional and state transportation planning agencies. The TIP then becomes part of the five-year program of projects scheduled for implementation in Los Angeles County.</p>	
<p>ER EB-5 Immigration Visa Investment Applicant: Developer Disbursement Agency: Local Jurisdiction Source: USCIS Funding Type: Financing Process: Rolling Application</p>	<p>The EB-5 program allows foreign nationals to achieve permanent residency with an investment that will create 10 new direct or indirect jobs in the United States per investor. These investments typically must be at least \$1 million, however in Targeted Employment Areas (TEA) with high unemployment, the minimum qualifying investments are \$500,000.</p>	<p>EB-5 funding would be particularly well suited to support new hospitality accommodations, educational facilities, medical facilities, or new offices, as these uses would support a number of new jobs.</p>	<p>Investment can be pooled into a regional investment center, through which a single project can be supported by multiple EB-5 investments, so long as the investment and employment thresholds are met. The only limit to the amount of money that may be invested is the number of jobs the new development will support.</p>	<p>The development needs to be financial attractive to attract investors.</p>
<p>ER Public- Private Partnerships (P3)</p>	<p>A public-private partnership is a contractual agreement between a public agency and a private-sector entity whereby “the skills and assets of each sector (public and private) are shared in delivering a service or facility for the use of the general public.</p>	<p>Typically, the private entity provides the capital cost to finance the project and the public agency offers concession leases. The private partner makes upfront or ongoing payments to the public partner in exchange for developing and operating the asset, in exchange for collecting the revenue generated by the asset. There are various forms of public private partnerships depending on the nature of the project’s risks and rewards.</p>	<p>P3s are typically large, complex projects such as transportation or social infrastructure</p>	<p>P3s are applicable for all types of projects. Procurement process is complex and require multiple advisors. It is an expensive process. Transaction costs especially are a cause of concern for smaller projects.</p>

Major Developments Funding Sources - Economic Revitalization

Sources of Funding	Overview	Criteria	Process	Considerations
<p>ER Joint Development Program Applicant: Developer Disbursement Agency: LA Metro and others Source: Funding Type: Financing Process: Call for Projects</p>	<p>Joint Development is the only value capture mechanisms commonly employed by transit agencies, since the FTA has guidelines that allow certain projects to use public funding.</p>	<p>It can take many forms, ranging from an agreement to develop land owned by the transit agency to joint financing and development of a larger project that incorporates both transit facilities and private development. A joint development agreement can include a cost-sharing agreement, a revenue sharing agreement, or a combination of the two.</p>		<p>JDs require complex financial transactions. The public sector needs advanced real estate knowledge to implement JDs.</p>





Major Developments Funding Sources - Affordable Housing

Sources of Funding	Overview	Criteria	Process	Considerations
<p>AF Low Income Housing Tax Credit (LIHTC) Program Applicant: Developers Disbursement Agency: CTCAC Source: US-Treasury Funding Type: Financing Process: Competitive</p>	<p>The LIHTC enables low-income housing sponsors and developers to raise project equity through the sale of tax benefits to investors. The program is regulated and administered by the Internal Revenue, which is part of the U.S. Treasury Department. Recognizing the extremely high cost of developing housing in California, the state legislature authorized a state low income housing tax credit program to augment the federal tax credit program.</p>	<p>Only rental housing projects are eligible for tax credits in both the federal and state programs. The programs have both rent and income restrictions. Under federal law, credit projects must remain affordable for at least 30 years; however, California law generally requires a 55-year extended use period for 9% tax credit projects.</p>	<p>Most credits are sold to corporate or individual investors through public or private syndication</p>	<p>This is a financing source that only affordable housing developers can apply for.</p>
<p>AF Affordable Housing and Sustainable Communities (AHSC) Program Applicant: Developers Disbursement Agency: CAHCD Source: Cap&Trade Funding Type: Loan/Grant Process: Competitive</p>	<p>AHSC funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas ("GHG") emissions. Funding for the AHSC Program is provided from the Greenhouse Gas Reduction Fund (GGRF), an account established to receive Cap-and-Trade auction proceeds.</p>	<p>Eligible activities include affordable housing development, housing-related infrastructure, sustainable transportation infrastructure, transportation-related amenities, and program costs.</p>	<p>Applicants must submit a concept proposal which will be reviewed by the Strategic Growth Committee (SGC) and the respective MPO to rank for priority projects. Priority applicants will be invited to submit a full application.</p>	<p>Highly competitive funding source.</p>
<p>AF HOME Investment Partnerships Program Applicant: Developers/Cities Disbursement Agency: CAHCD Source: US-HUD Funding Type: Grant/Low Interest Loan Process: Competitive</p>	<p>Assist cities, counties, developers, including Native American Entities, and nonprofit community housing development organizations (CHDOs) to create and retain affordable housing.</p>	<p>Housing rehabilitation, new construction, and acquisition and rehabilitation, for both single-family and multifamily projects, and predevelopment loans to CHDOs. All activities must benefit lower-income renters or owners.</p>	<p>Grants are provided to cities and counties and low-interest loans are provided to developers. Most assistance is in the form of loans by city and county recipients to project developers to be repaid to local HOME accounts for reuse. Applications are invited through issuance of Notices of Funding Availability (NOFAs).</p>	<p>Funding for affordable housing for developers given to cities/counties.</p>
<p>AF National Housing Trust Fund (To be announced) Applicant: Developers/Cities Disbursement Agency: CAHCD Source: US-HUD Funding Type: Soft Loans Process: Competitive</p>	<p>The National Housing Trust Fund (NHTF) is a new federal program administered in California by the Department of Housing and Community Development.</p>	<p>Assist in new construction of permanent housing for extremely low-income households through deferred payment loan or forgivable loans (soft loans).</p>	<p>Applications will be invited through the issuance of Notices of Funding Availability (NOFAs). NHTF will be paired with another State program in a joint NOFA.</p>	



Major Developments Funding Sources - Affordable Housing

Sources of Funding	Overview	Criteria	Process	Considerations
<p>AF Multifamily Bond Financing Applicant: Developers Disbursement Agency: LACDC Source: Funding Type: Financing Process: Competitive</p>	<p>The County issues tax-exempt bonds to finance low- and moderate-income housing for families.</p>	<p>The projects need to adhere to the Federal and state requirements for tax-exempt multifamily housing bonds. The developers need to set aside 20 percent of the units for low-income tenants. The projects must be located in unincorporated County of Los Angeles.</p>		
<p>AF Los Angeles County Housing Innovation Fund Applicant: Developers Disbursement Agency: LACDC Source: Funding Type: Financing Process: Competitive</p>	<p>LACHIF II is a \$60 million revolving loan fund providing site acquisition and predevelopment financing for the development of affordable housing in the County of Los Angeles.</p>	<p>For creation of multifamily rental affordable housing located within the County of Los Angeles.</p>	<p>There are three originating lenders leverage LACDC's \$19.5 million to create this revolving loan fund.</p>	

District-wide Value Capture Mechanisms

Sources of Funding	Overview	Criteria	Process	Considerations
 Transportation utility fees	Transportation utility fees are assessments on property that are designed to be closely related to transportation demand and can therefore spread the costs of financing local roads or other transportation services among users in a fashion that approximates a user fee	Transportation utility fees are most commonly used for roads, but they can also be used to provide a dedicated funding source for transit systems.	The fee can be a flat fee for each property, or it can apply a formula based on units of housing, number of parking spaces, or square footage. It can also be based on the estimated trip generation rate for a property type.	Does not require voter approval. Chiefly pays for O&M costs. Requires technical feasibility and financial feasibility to cover the construction and operation costs.
 Parking Fees/Congestion Pricing	Congestion pricing is a demand management strategy which allows pricing mechanisms to control demand for services such as parking during peak hours. Congestion pricing has been successfully implemented in several dense, urban core to reduce congestion and raise funds for transportation improvements.	The revenue from the congestion pricing can be used to cover the cost of the tolling system as well as improving transit systems. Typically, congestion pricing requires state legislation and/or voter approval.		
 Development Impact Fee	Development impact fees, system development charges, and connection or facility fees are charges assessed on new development to defray the cost to the jurisdiction of extending public services to the development and cannot be used to fund existing deficiencies.	Impact Fees cannot be used to upgrade existing deficiencies in infrastructure. Fee can be exacted only after establishing reasonable relationship of development impact and impact mitigation.	The fees are generally collected once and are used to offset the cost of providing public infrastructure such as streets and utilities.	
 Special Assessment District	<p>Special districts are considered a value capture tool because they capture the value (or benefit) generated by an improvement or service to provide funding for the improvement or service.</p> <p>Special districts, which can include (but are not limited to) business improvement districts (BIDs) and Special Assessment Districts (SADs).</p> <p>Requires voter approval.</p>	Assessment districts are formed to include a geographical area in which property owners or businesses agree to pay an assessment to fund a proposed improvement or service from which they expect to directly benefit. The amount of the assessment must be directly related to the cost of the improvement and the expected benefit to the property owner.	Special districts can be used either for pay-as-you-go improvements or to finance the issuance of bonds backed by the assessment revenue. Property owners in the district pay an additional tax or fee to pay for the service or improvement in the desired timeframe or to finance a debt obligation in accordance to the property's proportional share of the benefit.	Less risky for local governments since the risk is transferred to property owners. Difficult to implement across large geographies with multiple jurisdictions. Applicable to non-revenue generating infrastructure, however, the benefit generated for the property owners should be direct.

District-wide Value Capture Mechanisms

Sources of Funding	Overview	Criteria	Process	Considerations
 Enhanced Infrastructure Finance Districts	<p>Cities, counties, and special districts can create EIFDs and issue TIF bonds (under special circumstances). An EIFD captures the incremental tax revenue generated by new development related to public capital improvement across multiple jurisdictions.</p> <p>Requires voter approval.</p>	<p>EIFDs can only capture tax revenue net of the moneys payable to school districts or educational funds, subject to approval from taxing authorities.</p> <p>An EIFD can finance traditional public works, as well as transportation, transit, parks and libraries, water and sewer facilities, solid waste disposal, and flood control and drainage. It can also be used for non-revenue generating projects such as bike and pedestrian amenities.</p>	<p>EIFDs are separate government entities, formed through a Joint Power Authority (JPA) consisting of cooperating cities, counties, and special districts. The new EIFD requires these entities to work together to make financing plans that combine a range of permitted funding sources, including tax increment bonds, that are the responsibility of all participants.</p>	<p>Obtaining approvals for EIFDs from tax authorities is challenging. Implementing and administering an EIFD can be complex.</p>
 Community Revitalization and Investment Authorities (CRIA)	<p>In 2015, Governor Jerry Brown signed a law enabling cities to establish CRIsAs, which enabled them to capture additional tax revenues for revitalization of neighborhoods. Redevelopment projects can be financed by bonds backed by future tax increment revenues derived from the project.</p>	<p>CRIsAs will be able to receive the tax increment on increased property taxes in a subject area with consent from taxing entities including the city, county, and special districts. Twenty-five percent of revenue from the tax increment must be allocated to Low- and Moderate-Income Housing Fund.</p>	<p>There are two ways to create a CRIA; 1) municipalities can directly establish an authority board; and 2) by signing a joint power agreement between city, county, and special districts. Restrictions apply to where CRIsAs can be established.</p>	<p>Creation of a CRIA needs to undergo a public hearing process and can be rejected if 50% of the owners and residents protest. Improved infrastructure in underserved communities</p>

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Part III

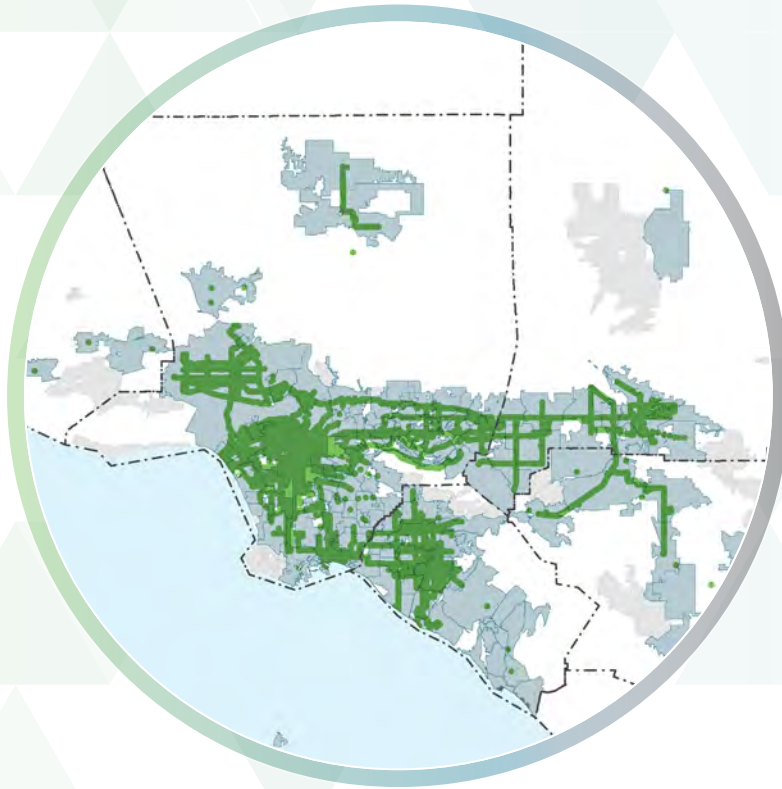
Additional Resources

B - ADDITIONAL RESOURCES

TOD Place Types - Table of Metrics

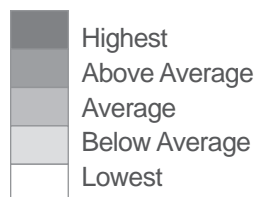
Station Survey Walking Tour

Glossary of Abbreviations



HQTA Place Types

		Land Use Mix				Built Environment			
		Residential	Employment	Mixed Use	Civic / Open Space	Intersections per mi ²	Average Floors	Floor Range	Total Net FAR
Urban	Urban Mixed Use	18%	16%	45%	21%	200	23	15 - 100	9.0
	Urban Commercial	4%	64%	12%	21%	200	18	15 - 100	6.0
	Urban Residential	64%	4%	12%	21%	200	15	5 - 60	9.0
City	City Mixed Use	28%	17%	35%	20%	200	7	3 - 40	3.4
	City Commercial	1%	82%	4%	14%	200	7	5 - 40	3.1
	City Residential	65%	4%	11%	20%	200	7	5 - 40	2.9
Town	Town Mixed Use	26%	20%	29%	25%	200	4	2 - 8	1.9
	Town Commercial	1%	69%	17%	14%	200	3	2 - 8	1.8
	Town Residential	68%	0%	10%	22%	220	3	2 - 8	1.2
Village / Suburban	Village Mixed Use	43%	14%	14%	28%	220	3	2 - 6	1.0
	Village Commercial	0%	61%	7%	32%	230	2	2 - 6	1.2
	Village Residential	74%	0%	1%	25%	180	3	2 - 5	0.9
	Suburban Multi-family	87%	0%	0%	13%	90	3	2 - 5	1.2
Special Districts	High Intensity Activity Center	14%	37%	41%	8%	130	5	5 - 40	2.5
	Industrial / Office / Residential Mixed High	58%	36%	0%	6%	60	4	1 - 17	2.0
	Office Focus	0%	82%	0%	18%	45	4	2 - 9	1.1
	Campus / University	32%	2%	0%	66%	150	8	3 - 17	1.7



Note for color shading: For Land Use Mix, Residential Mix, and Employment Mix, color shading is based on land use percentage on 100 point scale; for Built Environment and Average Density per Acre, color shading is based on value for each place type as a percentage of the highest score for each category (e.g. For the Average Floors category, the highest number of floors is 23. The shading for 18 average floors would be 18 / 23 = 78% of shading for 23 floors.)

Average Density per Acre			Residential Mix			Employment Mix		
Households	Employees	Households + Employees	Single Family	Townhouse / Live-Work	Multi-family	Office	Retail	Industrial
85	266	351	0%	0%	100%	80%	20%	0%
8	402	410	0%	0%	100%	93%	7%	0%
131	44	175	0%	0%	100%	22%	78%	0%
44	85	129	0%	3%	97%	60%	40%	0%
4	200	204	0%	0%	100%	77%	23%	0%
58	14	72	0%	3%	97%	40%	60%	0%
21	50	71	0%	0%	100%	75%	25%	0%
5	75	80	0%	0%	100%	68%	32%	0%
18	12	30	0%	47%	53%	47%	53%	0%
10	14	24	30%	29%	41%	42%	58%	0%
2	40	42	0%	0%	100%	49%	51%	0%
10	2	12	52%	48%	0%	100%	0%	0%
32	2	34	0%	11%	89%	85%	15%	0%
24	69	93	0%	6%	94%	20%	80%	0%
45	42	87	0%	4%	96%	73%	16%	11%
0	65	65	0%	0%	0%	93%	2%	5%
31	22	53	0%	0%	100%	64%	36%	0%

Station Survey Walking Tour

After analyzing the HQT A area through mapping and analysis, the next step in defining the station area is a micro-level analysis of the individual blocks, street, buildings, and other individual physical elements in the half-mile station area. To understand these elements from their impact towards facilitating pedestrian activity between land uses and transit, this analysis is best completed as a survey during a walking tour. Metro developed a station survey as part of the First-Last Mile Strategic Plan to begin to assess areas of intervention. The station surveys, “Mainly qualitative, measure performance of each station/stop area. With the end goal of increasing transit ridership and user comfort, urban design elements that are most important for rider comfort and system function” are the focus of the station survey. Parts of the Metro station survey, as well as portions of other station surveys from research of best practices, comprise the station survey below. The format of the developed checklist is broad, and touches upon a range of issues faced by most station areas in the SCAG Region. The survey is organized to broadly assess the following categories: land use, mobility, safety, aesthetics/urban design, and accessibility. Each question is scored on a 1 - 5 scale.

Excellent	5 - 4
Good	3.99 - 3
Fair	2.99 - 2
Poor	1.99 - 1

	Disagree/ Lacking		Somewhat/ Adequate		Agree/ Ample
Land Use					
1. Mix of uses: Different uses that attract different people throughout the day, and week.	1	2	3	4	5
2. Limited Vacancy: There are no, or few empty storefronts.	1	2	3	4	5
3. Few auto-oriented uses: Commercial uses are not mostly located behind surface parking lots.	1	2	3	4	5
4. Location of commercial uses: Retail is concentrated near major arterials and near major transit stops/stations.	1	2	3	4	5
5. Convenient retail: Uses to serve transit users and residents (e.g. grocery, coffee, etc.)	1	2	3	4	5
				Total Points	_____

Pedestrian Amenities and Legibility					
6. Adequate Lighting: Lighting is regularly spaced and directed towards sidewalks/bikeways.	1	2	3	4	5
7. Eyes on the street: Windows, balconies, and entries face the street and public spaces.	1	2	3	4	5
8. Well-maintained public realm: No/minimal litter, trimmed vegetation, sidewalks in good condition.	1	2	3	4	5
9. Buffer for bikes: Bikes are adequately separated from vehicles.	1	2	3	4	5
10. Buffer for pedestrians: Pedestrians are adequately separated from vehicles e.g. by street trees, pedestrian amenities, and infrastructure.	1	2	3	4	5
11. Pedestrian appropriate traffic speeds: Slow traffic due to narrow roads; drivers yield to pedestrians.	1	2	3	4	5
12. Clear traffic signage: Traffic signage is easy to see for vehicles, bikes, and pedestrians.	1	2	3	4	5
13. Overall, the station feels comfortable: The area is perceived as safe for all users: women, children, elderly, etc.	1	2	3	4	5
				Total Points	_____

Station Survey Walking Tour

	Disagree/ Lacking		Somewhat/ Adequate		Agree/ Ample
Urban Design					
14. Sense of place: Unique street characteristic, landmarks, and activity that sets space apart.	1	2	3	4	5
15. Pleasant landscaping: Well-maintained and frequent street trees that provides ample shade.	1	2	3	4	5
16. Pedestrian amenities: Variety of and frequent pedestrian amenities for rest and activity.	1	2	3	4	5
17. Building orientation and frontage: Entrances oriented to sidewalks, buildings built to sidewalk edge; buildings encourage transit access.	1	2	3	4	5
18. Architectural features and design: Visually appealing building design, materials, elements.	1	2	3	4	5
19. Active frontage and transparency: Avoid blank walls along sidewalks, active first-floor uses.	1	2	3	4	5
20. Pleasant walking environment: There is a inviting and interesting experience for all users.	1	2	3	4	5
					Total Points _____
Accessibility					
21. Sidewalks: Sidewalks are wide enough to accommodate range of uses and multiple users.	1	2	3	4	5
22. Clear, safe crossings: Intersections allow ample time to cross, are frequent, and ADA accessible.	1	2	3	4	5
23. Seamless transit mode transfer: Different modes in close proximity connected by clear paths.	1	2	3	4	5
24. Wayfinding signage: Clear view for pedestrians and bikes, provides clear information/direction.	1	2	3	4	5
25. Parking and pick-up / drop-off: Adequate number of spaces, separated from pedestrians.	1	2	3	4	5
26. Navigating public realm is easy and intuitive: Multiple pathways accessible to all users.	1	2	3	4	5
					Total Points _____
Mobility / Connectivity					
27. Street design prioritizes transit, bikes, and pedestrians: Street lanes for vehicles are minimal and narrow to encourage slow speed, separated facilities for bus, bikes, and pedestrians.	1	2	3	4	5
28. Transit station connectivity: Transit station(s) is/are clearly visible from major roadways, and have clear signage indicating routes and transfer opportunities.	1	2	3	4	5
29. Vehicle parking: Vehicle parking is hidden behind buildings or underground.	1	2	3	4	5
30. Car share / Bike share: Car share and bike share stations are present within the station area.	1	2	3	4	5
					Total Points _____

Total Survey Points _____ /30 = Average Survey Points _____

Glossary of Abbreviations

- AMI** Area Median Income
- BRT** Bus Rapid Transit
- CBD** Central Business District
- CTOD** Center for Transit-Oriented Development
- du/ac** Dwelling Units per Acre
- FAR** Floor-Area Ratio
- GHG** Greenhouse gas
- HQTA** High Quality Transit Area
- HSR** High Speed Rail
- HRT** Heavy Rail Transit
- LIHTC** Low Income Housing Tax Credit
- LRT** Light Rail Transit
- RTP/SCS** Regional Transportation Plan / Sustainable Community Strategy
- SCAG** Southern California Association of Governments
- SB** Senate Bill
- TOC** Transit-oriented community
- TOD** Transit-oriented development
- VMT** Vehicle miles travel

Additional Resources

- 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**
SCAG
- Buffalo Green Code: Unified Development Ordinance**
City of Buffalo
- First-Last Mile Strategic Plan: Path Planning Guidelines**
Metro
- Toolkit for Transit-Oriented Development Grants**
Metropolitan Council
- TOD 203 - Transit Corridors and TOD: Connecting the Dots**
CTOD
- Transit Supportive Planning Toolkit, 2015**
Metro
- Urban Footprint Technical Summary: Model Version 1.0**
Calthorpe Associates
- Urban Street Design Guide**
National Association of City Transportation Officials (NACTO)
- Transit Design Guidelines**
Omnitrans, 2013
- The Arrive Corridor**
Gruen Associates, 2015
- Complete Street Design Guide**
City of Los Angeles
- Long Beach Downtown and TOD Pedestrian Master Plan**
Gruen Associates