

**Fresno County Measure C
Transit Oriented Infrastructure for
In-Fill Development (TOD)
Program Policies and Guidelines**

**Fresno Council of Governments
Fresno County Transportation Authority**

December 2018

The Transit Oriented Infrastructure for In-Fill Development (TOD) program was created in the 2006 Measure C Extension Plan. The goals of the Measure C TOD allocation are to support community-based transit projects that:

- Are developed through an inclusive planning process with broad private-public partnerships and outreach;
- Improve the range of transportation choices by supporting transit facilities and improving links between facilities and activity nodes; and
- Support well-designed, high-density housing and mixed uses near transit.

In addition to encouraging transit supportive land use surrounding the transit corridors to boost transit ridership in the Fresno County region, the Measure C TOD program also strives to support livable, viable and sustainable transit oriented healthy communities that promote walking, biking, and the use of public transit and reduce private vehicle dependence. Such TOD communities promote health and well-being and reduce risks for chronic diseases such as obesity, diabetes, and heart disease. The projects funded by the TOD program serve as models that reduce vehicle trips, improve air quality and provide access to physical activity opportunities through integrated land use and transportation planning.

As described in the 2006 Measure C Extension Expenditure Plan, the TOD program provides funding to 3 types of projects/programs that are competitive-based:

- A. Transportation infrastructure improvements to transit facilities to encourage safety and access to transit facilities, support in-fill development or revitalization, reduce traffic congestion at transit stations, and provide for a wider range of transportation choices and improved internal mobility. Funds could be used for preliminary design and environmental studies, engineering, land acquisition, and construction;
- B. Planning Program or matching money to identify nodal transit sites on transit corridors for transit oriented development, planning retrofit for existing neighborhoods, downtowns, commercial cores, and transit station areas and stops in order to create access to transit and mixed use development in transit friendly environments. The community planning process would result in transportation / land-use concept plans; streetscape design concept plans, environmental studies, detailed drawings, construction cost estimates, and implementation plans for specific capital projects; and
- C. Housing in-fill incentive program would reward local governments for encouraging developers to build compact designs with higher housing densities, affordable, accessible housing, and mixed uses that are characteristic of well-

implemented Transit Oriented Design in other cities developments at transit stops. Local government agencies could spend funds to supplement development fees or on a capital project that supports new housing development connections to transit.

Who Can Apply?

City and County governments in Fresno County are eligible for the TOD funding. Private sector or non-profit organizations can apply for the TOD funding through the representation of the local government where the project is located.

Program Application Areas

To receive funding from this program, projects must be within ½ mile of an existing bus stop or a proposed bus stop/High Speed Rail station that is in the latest Regional Transportation Plan (RTP).

Eligible projects within all the jurisdictions in Fresno County may apply.

Funding Availability

Based on the Strategic Implementation Plan (SIP) for the Measure C Extension, which was released in 2015 by the Fresno County Transportation Authority, there will be a total of \$16.9 million available over 20 years in the TOD program. Approximately \$850,000 is accrued annually. The funding level for each cycle will differ year from year depending upon revenue accrued.

No local match is required.

Funding Cycle

Call for projects will be issued annually. In order to ensure that the TOD funding is expended effectively and efficiently, only projects that receive an average score of 70 points or above will be funded by the program. If there are not enough qualified projects submitted in a given funding cycle, the remaining amount not granted from the cycle will be rolled into the subsequent year's funding pool. The Fresno COG Policy Board and the Fresno County Transportation Authority (FCTA) Board reserve the right not to fund any projects or to fund less than the amount available for a given funding cycle.

For a large project that exceeds the funding available in the present cycle, an eligible jurisdiction may apply for multi-year funding for the project. If one or more multi-year projects are selected for funding and there are no other qualified applications, it/they will receive all of the funding for the cycle if their application requests add to at least that

amount. The shares received by each of the multi-year projects will be determined by the scoring committee. If there are qualified single-year and multi-year projects, half of the funding in the funding cycle will be set aside for the multi-year projects, and all the projects, including the multi-year projects, will compete for the second half of the funding in the cycle. Should a multi-year project be approved for funding, funding will not become available to the recipient until each annual funding cycle. The application must specify the amount of funding requested in each funding cycle.

Grant recipients must enter into a cooperative agreement with their sponsoring agencies (if applicable) and the Fresno County Transportation Authority within one year of funding approval by the Fresno COG Policy Board and the FCTA Board for their prospective projects. Recipients unable to enter an agreement with FCTA within a year may ask the FCTA Board for an extension. If no extension is requested or granted, identified funds will revert to the TOD subprogram. Recipients must also make every reasonable effort to meet the project delivery schedule as indicated in their application. If unforeseen circumstances impact project delivery by more than 12 months beyond the submitted schedule, the recipient must obtain a time extension from the FCTA Board.

Project Selection Process

A panel that includes Fresno COG staff, representatives from the TOD Technical Advisory Committee and COG member agencies will evaluate, score and rank the proposed projects. The selected project(s) will go through Fresno COG Transportation Technical Committee, Policy Advisory Committee, and Policy Board for endorsement, and will be presented to Fresno County Transportation Authority for final approval.

The scoring committee consists of one representative from each of the following entities:

1. Fresno Council of Governments
2. Fresno County Transportation Authority
3. Fresno Area Express
4. City of Fresno
5. City of Clovis
6. Eastside Cities
7. Westside Cities
8. County of Fresno
9. the public – development community
10. the public – environment/health
11. the public – other sectors
12. Clovis Transit
13. Fresno County Rural Transit Agency

Projects will be scored based on the scoring system specified in the program guidelines. The average score of a project is derived as the average of all the scores received. In order to ensure a fair process, scorers will not score the projects that are submitted by or

through the agency they represent. Any projects that receive an average score of less than 70 points will be automatically disqualified.

A. Capital Improvement Program

Eligible Activities

Eligible capital improvement projects include pedestrian, bicycle, transit facilities and other infrastructure improvement that will support and enhance transit oriented development. Applicants should document how the proposed projects will increase “location efficiency” so people can walk, bike and take transit; boost ridership and minimize single occupancy vehicles; provide a rich mix of housing, shopping and transportation choices; generate revenue for the public and private sectors and provide value for both new and existing residents and create a sense of place.

Capital Improvement Projects include but not limited to:

- Improvements to transit facilities
- Improvements to bike and pedestrian facilities
- Public plazas
- Streetscape enhancement
- Parking structure
- Other infrastructure upgrade to support transit oriented development (e.g. water & sewers)

Funds can be used for preliminary design, environmental studies, engineering, land acquisition and construction.

Project Evaluation

1. Nexus to Transit Oriented Development

The application must demonstrate that development supported by the project is transit oriented, and conforms to all applicable adopted plans. The project will be scored based on how the project will advance TOD principles and how well the project will contribute to a livable and viable community.

2. Land Use Characteristics in the Project Area

The applicant will identify existing as well as planned land use conditions in the development area that the project supports. The project will be scored based on residential density, employment intensity, as well as the level of mixed use in the surrounding areas. Projects must support development with a minimum residential density of 15 units per acre in the Fresno Clovis Metropolitan Area and 10 units per acre in the rest of the County.

3. Transportation Characteristics

The applicant will demonstrate how the project will improve accessibility to transit, and connectivity of trips by alternative mode such as walking and bicycling in the TOD areas the project serves. An exemplary project will support multi-modal access to transit service and enhance bicycle and pedestrian travel to facilitate non-auto trips within the TOD area.

For projects that are not directly related to transportation, the applicant will identify the existing or planned conditions of transit accessibility as well as the bike/pedestrian environment in the areas that the project supports.

4. *Project Design*

The purpose of transit oriented development is to create vibrant and livable places/communities around transit stations/stops. Project design contributes significantly to the attractiveness of a place. The highest scored projects would be those that would likely bring positive impacts to the physical appearance of the project area; or where there are already design principles in place to guide the development in the project area.

5. *Parking*

The applicant will provide the existing parking inventory in the project area, and identify existing and future parking policies in the area. A project will be scored favorably if there are existing or planned parking policies in the project area that would provide for TOD friendly parking. Examples of such TOD friendly parking policies include but are not limited to: reduced parking requirements, shared parking, reciprocal access agreement, transit friendly parking design, transit supportive zoning, etc.

6. *Green Buildings*

Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle from siting to design, construction, operation, maintenance, renovation and deconstruction.

Green buildings are designed to reduce the overall impact of the built environment on human health and the natural environment by:

- Efficiently using energy, water, and other resources
- Protecting occupant health and improving employee productivity
- Reducing waste, pollution and environmental degradation

For example, green buildings may incorporate sustainable materials in their construction (e.g., reused, recycled-content, or made from renewable resources);

create healthy indoor environments with minimal pollutants (e.g., reduced product emissions); and/or feature landscaping that is low-allergen, non-invasive and reduces water usage (e.g., by using native plants that survive without extra watering).

A project will be scored favorably if green building practice is incorporated in the development that the project supports.

7. *Affordable Housing*

A project that supports an affordable housing development will be scored favorably. Affordable housing means housing that has an Affordable Housing Cost or Affordable Rent as defined in Section 50052.5 or 50053(a) of the California Health and Safety Code, or any successor section thereto.

Scoring Criteria

I. Land Use Characteristics in the Project Area (max 30 points)

1. Residential Density (max 15 points)

Projects in the Fresno Clovis Metropolitan Area (FCMA) supporting development with a residential density of 30 units per acre and above will receive a max of 15 points, 10 points for projects with the density at 20 -30 units, and 5 points for projects with the density at 15-20 units. The minimum density required for projects in the FCMA is 15 units per acre.

Projects outside the FCMA supporting development with a residential density of 20 units per acre and above will receive a max of 15 points, 10 points for projects with the density at 15-20 units per acre, and 5 points for projects with density at 10-15 units per acre. The minimum density required for projects outside of the FCMA is 10 units per acre.

2. Employment Intensity (max 5 points)

Projects supporting development that brings higher concentration of jobs will be scored more favorably than low employment intensity development.

3. Mixed-uses (max 5 points)

Projects that support a variety of land uses, and internalize non-commute trips through walking and biking, will be scored favorably.

4. Affordable Housing (max 5 points)

Projects that support or provide affordable housing will receive maximum 5 points.

II. Transportation Characteristics in the Project Area (max 30 points)

1. Transit Accessibility (max 20 points)

Projects that improve transit accessibility in the project area will receive maximum 20 points.

2. Bike/Pedestrian Enhancement (max 10 points)

Projects that improve bike/pedestrian environment to facilitate non-auto trips in the project area will receive maximum 10 points

III. Project Design (max 10 points)

Projects that support development whose aesthetic design provides a safe and pedestrian friendly environment will be awarded maximum of 10 points. For example, development with doors and windows oriented towards the sidewalk to provide “eyes on the street”.

IV. Parking Policies (max 10 points)

Projects that support development with TOD friendly parking policies in place, or development within the area of an adopted plan that provides such policies, will receive maximum 10 points.

V. Sustainable Green Building Design (max 5 points)

Projects that support development with sustainable green building design as defined in the Project Evaluation section will receive a maximum of 5 points.

VI. Community Support (max 10 points)

Projects that are developed through an inclusive planning process with broad private and public partnership will receive maximum of 10 points.

VII. Subjective Evaluation (max 5 points)

The scoring committee may use this category to consider factors of overriding concerns. Examples may include, but are not limited to: quality of project, how the project addresses issues in the community, how the project will contribute to a livable, viable and sustainable community, economic impact, etc.

B. Planning Program

Eligible Activities

Planning grants award funding to planning activities that will develop station area plans, transit corridor specific plans or any other specific plans that focus on creating vibrant and livable communities through investment on transit oriented development. Applicants should document how the proposed projects will increase “location efficiency” so people can walk, bike and take transit; boost ridership and minimize single occupancy vehicles; provide a rich mix of housing, shopping and transportation choices; generate revenue for the public and private sectors and provide value for both new and existing residents and create a sense of place.

Planning projects include but not limited to:

- Station area plans
- Transit corridor specific plans
- Specific plans that address parking requirement/district, or urban design guidelines in the designated TOD areas

Awards can be used to pay for professional services and project management as required by the planning efforts.

Project Evaluation

1. Nexus to Transit Oriented Development

The application must demonstrate the project’s nexus to transit oriented development. The planning project will be scored based on how the project will advance the TOD principles and how well the project will contribute to a livable and viable community. The exemplary project would help achieve the goal of boosting transit ridership through land use changes, and providing multi-modal transportation access to job, school or recreational destinations.

2. Planning Elements

A successful planning project will include analysis of existing and planned land use/employment conditions, transit accessibility, street connectivity, urban design characteristics, and TOD friendly parking policies in the project area. The highest scored projects will demonstrate the most transit friendly elements such as mixed use,

high residential density, concentration of employment, convenient access to transit, abundant choice of other travel alternatives, aesthetic design, etc.

3. *Project Impact*

The highest scored planning project in this category will include anticipated implementation actions such as programming of funds for infrastructure projects, adoption of zoning changes, or other formal action by the City Council or Board of Supervisors that will result in tangible changes such as general plan amendment, a community plan or a specific plan thereto.

4. *Green Buildings*

Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle from siting to design, construction, operation, maintenance, renovation and deconstruction.

Green buildings are designed to reduce the overall impact of the built environment on human health and the natural environment by:

- Efficiently using energy, water, and other resources
- Protecting occupant health and improving employee productivity
- Reducing waste, pollution and environmental degradation

For example, green buildings may incorporate sustainable materials in their construction (e.g., reused, recycled-content, or made from renewable resources); create healthy indoor environments with minimal pollutants (e.g., reduced product emissions); and/or feature landscaping that is low-allergen, non-invasive and reduces water usage (e.g., by using native plants that survive without extra watering).

A project will be scored favorably if green building practice is incorporated in the project.

5. *Affordable Housing*

A planning project that includes a housing strategy that promotes affordable housing will be scored more favorably. Affordable housing means housing that has an Affordable Housing Cost or Affordable Rent as defined in Section 50052.5 or 50053(a) of the California Health and Safety Code, or any successor section thereto.

Scoring Criteria

3.

I. Planning Elements (maximum 35 points)

The highest scored project will address the planning elements listed under the Project Evaluation section. A successful project will demonstrate support for transit oriented development through these planning elements.

II. Plan Implementation (maximum 30 points)

A successful project will demonstrate potential of timely implementation of the plan. The project will be scored favorably if it leads to a capital improvement project or other tangible changes such as a general plan amendment.

III. Local Commitment and Community Support (maximum 10 points)

The high scored project will have broad community support (public involvement to date, letter of support, etc). Demonstration of developers and property owners' support and being part of the planning process will also be strong evidence for local commitment.

IV. Affordable Housing (maximum 10 points)

Planning projects that include strategies to promote affordable housing will receive maximum 10 points.

V. Sustainable Green Buildings (maximum 5 points)

Planning projects that include strategies to promote sustainable green building design will receive maximum 5 points.

VI. Subjective Evaluation (10 points)

The scoring committee may use this category to consider factors of overriding concerns. Examples may include, but are not limited to: the quality of the planning project, how the project addresses issues in the community, how the project will contribute to a livable, viable and sustainable community, economic impact, etc.

C. Housing In-fill Incentive Program

Eligible Activities

The Housing In-fill Program was designed to reward local governments for encouraging developers to build higher density housing with TOD characteristics. Local government could spend funds to supplement development fees or on a capital infrastructure project that would support transit oriented development. The Housing In-fill Incentive funds could be expended on two types of programs/projects:

- Capital improvement projects as defined under the Capital Improvement Projects Program that would support transit oriented development
- Forgiveness of impact fees or other infrastructure capital cost for residential development within a specified area described in the Program Application Areas section above

Project Evaluation

1. Nexus to Transit Oriented Development

The project applicant will demonstrate the project nexus to transit oriented development through its density, accessibility to transit facilities, level of mix uses if applicable, affordability, and other characteristics of TOD communities.

2. *Density*

Development supported by the project must have a minimum residential density of 15 units per acre in the FCMA or 10 units per acre in the rest of the County.

3. *Green Buildings*

Green building is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle from siting to design, construction, operation, maintenance, renovation and deconstruction.

Green buildings are designed to reduce the overall impact of the built environment on human health and the natural environment by:

- Efficiently using energy, water, and other resources
- Protecting occupant health and improving employee productivity
- Reducing waste, pollution and environmental degradation

For example, green buildings may incorporate sustainable materials in their construction (e.g., reused, recycled-content, or made from renewable resources); create healthy indoor environments with minimal pollutants (e.g., reduced product emissions); and/or feature landscaping that is low-allergen, non-invasive and reduces water usage (e.g., by using native plants that survive without extra watering).

A project will be scored favorably if green building practice is incorporated in development that the projects support.

4. Affordable Housing

A housing project that provides affordable housing will be scored favorably. Affordable housing means housing that has an Affordable Housing Cost or Affordable Rent as described in Section 50052.5 or 50053(a) of the California Health and Safety Code, or any successor section thereto.

5. Project Readiness

For applications that propose to support unspecified future development projects (such as an impact fee forgiveness program), the grantee agency must require building permits to be pulled within 24 months of the project being selected for support under this program. If not, the award will be withdrawn, and the funds will be rolled back into the TOD funding pool. Funds to support a development project will not be disbursed to the grantee agency until the development is complete and receives its certificate of occupancy.

Scoring Criteria

I. Nexus to Transit Oriented Development (maximum 35 points)

A successful applicant will demonstrate strong nexus to transit oriented development through TOD characteristics, such as accessibility to transit, mix uses, affordability, biking and walking environment, etc.

II. Density (maximum 30 points)

Projects in the Fresno Clovis Metropolitan Area (FCMA) supporting development with a residential density of 30 units per acre and above will receive a max of 30 points, 20 points for projects with the density at 20 -30 units, and 10 points for projects with the density between 15-20 units. The minimum density required for projects in the FCMA is 15 units per acre.

Projects outside of the FCMA supporting development with a residential density of 20 units per acre and above will receive a max of 30 points, 20 points for projects with the density at 15-20 units per acre, and 10 points for projects with density at 10-15 units per acre. The minimum density required for projects outside of the FCMA is 10 units per acre.

III. Affordable Housing (maximum 10points)

Projects that provide affordable housing will receive maximum-10 points.

IV. Sustainable Green Building (maximum 5 points)

Projects with sustainable green building design will receive maximum 5 points.

V. Community Support (max 10 points)

Projects that are developed through an inclusive planning process with broad private and public partnership will receive maximum of 10 points.

VI. Subjective Evaluation (10 points)

The scoring committee may use this category to consider factors of overriding concerns. Examples may include, but are not limited to: the quality of the project, how the project addresses issues in the community, how the project will contribute to a livable, viable and sustainable community, economic impact, etc.