

FUNDING JUSTIFICATION CRITERIA FOR **ECONOMIC DEVELOPMENT**

Federal Transit
Administration (FTA)
Capital Improvement
Grant (CIG) Program
CRITERIA
CHECKLIST

Economic Development

Factors for FTA CIG Grant within 1/2 mile of station areas



Checklist (Y/N)

Is your answer No?

Things to Consider

Supportive Zoning in Station Area

- ☐ Do zoning regulations at the station area support TOD like increased density, a mix of uses, reduced parking, walkability, etc.?

How can we prepare for the project to support and encourage sustainable & universal growth and development?

- Re-think location of proposed station
- Work with local developers / non-profits / organizations to identify sites for growth and development, and to incentivize mixed uses development

Performance and Impacts of Transit Supportive Plans and Policies

- ☐ Are there growth management plans for concentrated development at station areas?
- ☐ Are there existing policies that encourage high-density, pedestrian friendly development with universal design?
- ☐ Are there outreach programs, developer engagement, and regulatory and financial incentives for development near transit?
- ☐ Are there existing or proposed TOD projects in the station area?
- ☐ Is the real estate market likely to support transit-oriented development at the station area?

How can we best prepare for increased development and effective land management around station areas?

Can we design plans/policies that will promote more transit-friendly development, universal designs, and pedestrian facilities?

How can we engage the development community in station area planning and transit-oriented development?

Can we adopt transit-oriented policies that will incentivize more development?

How can we leverage the market and existing land for redevelopment near the station areas?

- Long-term transportation plans with goals of increased walkability, sustainability, and connectivity
- Corridor plans with conceptual station area plans
- Rezoning for mixed use
- Subdivision and parking policies for increased density, diversity, and walkability
- Study of the real estate market and identification of soft sites, opportunities, and constraints for development

Tools to Maintain or Increase the Share of Affordable Housing

- ☐ Are there policies, plans, and funding in place for preserving and increasing affordable housing?

What can we do to incentivize affordable housing?

- Work with local authorities / developers / organizations to create a plan and identify incentives for affordable housing in the project area

*GLOSSARY

Legally Binding Affordable Restricted (LBAR) Housing

A property with a legally binding agreement in place that restricts the cost of housing to be affordable to households within specific income levels for a defined period. These agreements ensure that housing remains affordable and accessible for a set duration.

Area Median Income (AMI)

It is the midpoint or median annual income of families within a specific geographical area; meaning that 50% of the families earn more than the AMI and 50% earn less. This metric is often used to determine what is considered “affordable” in housing, within the given geographical area.

‘Universal Design’

A design approach that aims to make products and/or amenities usable by all people, regardless of their age, gender, ability, or disability. It prioritizes inclusivity by creating designs that are adaptable and easy to use by all individuals.

‘Essential Services’

Essential services are those vital for public health, safety, and welfare, often categorized as basic human needs or those essential to maintain even during emergencies.