

Community-Based Transportation Planning Grants

The Transit Oriented Development – Community Facilities District

- **Grant Amount:** \$100,000
- **Grant Recipient:** North County Transit District
- **County:** San Diego

Project Area – The project area is located in North County San Diego, in the City of San Marcos.

Project Focus – The project includes an evaluation and case-study of a Transit Oriented Development – Community Facilities District (TOD-CFD) as a smart growth strategy to assist local jurisdictions in North County San Diego to implement smart growth projects near transit centers and train stations. The TOD CFD would enable property owners to voluntarily fund a shift from vehicular to transit orientation by funding transit service as part of Transportation Demand Management (TDM) and the maintenance of transit facilities through the revenue stream generated by special taxes of the CFD.

Project Goals – The City of San Marcos is seeking to tie its Land Use and Transportation Plans with new NCTD Sprinter transit service so that it can reduce traffic impacts by promoting and improving public transportation. Caltrans in collaboration with NCTD would partner with the City of San Marcos to examine whether a TOD CFD could assist the City in meeting its transportation objectives, support regional policies for planning and implementing smart growth policies, and serve as a model for TOD CFDs in

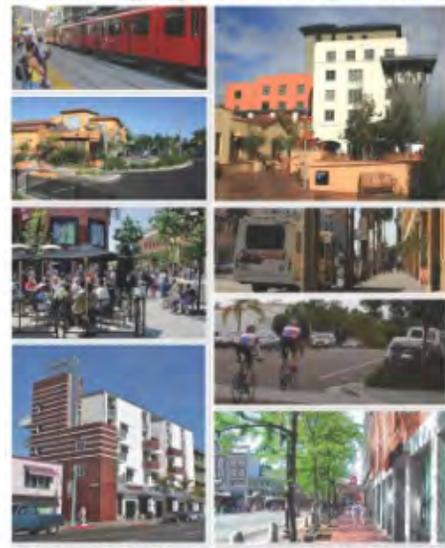
California. The proposed study would consist of Project Management and Coordination, land use design and graphics, and CFD design and implementation.

Community Outreach – This project was originally submitted as a Special Studies Program project. Thus, community outreach is not explained.

Project Outcome – This report is intended to provide a model for utilizing progressive and innovative land use policies near transit. It proposes a funding technique that allows a revenue stream to enhance re-development of an area by offering transit oriented strategies such as transit passes, shuttle services and other items related to transit use along with upgraded transit supportive public facilities such as pedestrian facilities and bike routes connecting with transit stations within an area where a CFD could be established.

COMMUNITY FACILITIES DISTRICTS

Potential Use for Supporting Transit Oriented Developments in California



Final • Prepared for North County Transit District, Oceanside • October 2009
Supplement to the NCTD Carlsbad Village, Oceanside and Escondido Transit Centers

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The report will produce a “tool kit” which can be used by public agencies throughout the state to implement a similar program. It will provide CFD language that can be incorporated into local agency’s goals and policies as well as land use planning documents and standards. The study will identify potential development cost savings related to parking reductions resulting from implementation of a TOD/CFD.

Challenges

- Transit Oriented Developments (TODs) could be more effective in providing vehicle trip reductions if coupled with funding support for transit service or support for car sharing programs and other parking demand management incentives.

Successes

- A TOD/CFD could assist the City of Oceanside, or any city where applied in California, in meeting its transportation objectives, support regional policies for planning and implementing smart growth policies, and serve as a model for TOD/CFDs in California.