



Chapter

7

Funding Sources

Finding funding sources for pedestrian projects will often require pulling together several sources such as grants, local funding and private investment. This chapter summarizes the applicable funding sources for pedestrian projects.

Projects primarily funded by the general fund or other local sources are often used to match supplemental grants from regional, state or federal sources.

7.1 FUNDING OVERVIEW

This chapter describes various sources of funding available to plan and construct pedestrian facilities, or to provide awareness, encouragement, or education programs. Pedestrian projects and programs are funded through multiple sources, and not all sources apply to all projects. Many sources require a local funding match and most are competitive, based on project merit and adherence to grant criteria.

7.2 HISTORIC FUNDING SOURCES

Historically, pedestrian facilities, including sidewalks, were built by development companies as subdivisions were created. To provide access across San Diego's canyons, streetcar companies in the early 1900s built pedestrian bridges that are still in use or have been rebuilt. In areas where sidewalks were added long after homes were built, individual homeowners were required to reimburse the City as it constructed sidewalks and paved streets. Homeowners have long been required by state law to maintain the sidewalk in front of their property. With the passage of the Americans with Disabilities Act of 1990 and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), new federal resources for pedestrian and accessibility improvements became available. ISTEA is a funding source for pedestrian facilities that improve accessibility to transit and other transportation modes, whereas ADA is a compilation of technical requirements needed to make public facilities accessible to all, including the physically challenged.

As discussed below, there is a wide range of sources potentially available to improve the pedestrian environment. However, it is necessary to match each project with available sources. City Staff envisions that private funds will account for a relatively small percentage of the funds needed to install identified pedestrian improvements. The bulk of the funds will be from other funding sources.

7.3 LOCAL FUNDING SOURCES (See Table 37)

Business Improvement Districts (BID)

Administrator: **Individual BID's**

A BID is established by a vote of affected businesses, who pay a yearly benefit assessment for use in planning, marketing, and physical improvements. BID funds are often used as a local match for physical streetscape improvement programs, which can include pedestrian facilities. BIDs are not limited to maintenance only. Examples include Ocean Beach, Little Italy, and Adams Avenue.

Capital Improvement Program (CIP)

Administrator: **City of San Diego**

Each year, the City allocates a portion of the general fund budget to transportation capital projects, including pedestrian-related facilities, street lighting, and traffic calming. CIP budget account 52-715.0 has an annual allocation for this purpose. This is typically the largest source of funds for existing communities. While sidewalk repair and replacement is usually the responsibility of the adjacent land owner, the City is responsible for the repair of sidewalk damage caused by City-owned trees, vehicle crashes, water main breaks and natural subsidence. The majority of CIP funds, however are for new installations associated with city streets, buildings and other infrastructure.

**50/50 Cost Sharing Program**Administrator: **City of San Diego**

In this program, the City pays for half of the cost of sidewalk replacement. The fee is based on a per square foot cost and is the same for all neighborhoods of the City. To qualify for the 50/50 cost-sharing program, the area to be repaired must be at least 75 square feet of old and deteriorated sidewalk, not including the section of sidewalk directly behind the driveway entrance. In any council district, the program is offered as a 75/25 (City/owner) cost sharing program, with the additional funding coming from the council offices' discretionary CDBG monies. The program is primarily intended for repair of damaged sidewalks in CDBG eligible areas.

Developer – General RequirementsAdministrator: **City of San Diego Development Services Department**

City land development standards and building codes require new construction and alterations to include pedestrian facilities, lighting and landscaping. Standards may also require dedication of open space for a trail and trail construction. Off-site pedestrian improvements might also be required if there is a defensible legal nexus between the project and the off-site location, such as crossing improvements near a transit stop.

Developers - Impact FeesAdministrator: **City of San Diego Development Services Department and Planning Department**

For development or redevelopment in certain communities (infill development), Developer Impact Fees are assessed by the City to offset public costs required to provide infrastructure supporting the new development. Pedestrian facilities or traffic calming devices in the adjacent right-of-way may be funded through this mechanism as long as a nexus can be established and the project pays for its fair share only.

Developers – Facility Benefit Assessment DistrictsAdministrator: **City of San Diego Development Services Department and Planning Department**

For newly developing areas (“greenfield development”), Facility Benefit Assessment Districts (FBA) are funded by developers in agreement with the City, providing infrastructure of various types as community growth thresholds are reached.

Maintenance Assessment DistrictAdministrator: **City of San Diego Park and Recreation Department**

A Maintenance Assessment District (MAD) is a self-imposed assessment on each parcel in a defined area. The MAD is established by a vote of land owners, and requires an initial engineering evaluation to estimate the costs of desired improvements, an appropriate method of taxation (e.g., by linear street frontage or parcel acreage), and the expected revenues following MAD adoption. Typical uses are lighting, landscaping, and maintenance. As of 2006, there are 42 MADs in San Diego. Some physical improvements can be accomplished under a MAD, depending on how the MAD ballot was worded.

Table 37: Possible Funding Sources for Pedestrian Facilities

Source	Administrator	Description	Funding Cycle	Match Required
LOCAL SOURCES				
Business Improvement Districts	City of San Diego Approved Business Improvement Districts	A BID is established by a vote of affected businesses, who pay a yearly assessment for use in planning, marketing & physical improvements. Often used as a local match for streetscape improvement programs, which can include pedestrian facilities.	Annual Budget	N/A
Capital Improvement Program (CIP)	City of San Diego	Not normally a source of funding unless associated with public projects. May include sidewalk replacement, 50/50 Sidewalk Replacement Cost Sharing Program, temporary repairs, lighting, landscaping, and maintenance of all devices and facilities.	Annual Budget	N/A
50/50 Cost Sharing Program	City of San Diego	The City splits the cost of sidewalk replacement with the adjacent homeowner.	Annual Budget	N/A
Developers - General Requirements	City of San Diego Development Services Department & Planning Department	City transportation standards and building codes require new construction and alterations to include pedestrian facilities, lighting and landscaping. Standards may also require dedication of open space for a trail and trail construction.	N/A	N/A
Developers - Impact Fees (Infill Development)	City of San Diego Development Services Department & Facilities Financing of the Planning Department	For development on previously developed parcels (infill development), Developer Impact Fees are assessed by the city to offset public costs required to provide infrastructure supporting the new development.	N/A	N/A
Developers - Facility Benefit Assessment Districts	City of San Diego Development Services Department and Planning Department	For newly developing areas ("greenfield development"), Facility Benefit Assessment Districts (FBA) are funded by developers in agreement with the city, providing infrastructure of various types as community growth thresholds are reached.	N/A	N/A
Maintenance Assessment Districts	City of San Diego managed through Park & Rec. Dept. (some MADs are administered by local groups)	Requires a neighborhood ballot to initiate this tax, which usually is levied for landscaping and lighting.	Annual Budget	N/A
Parking Meter Districts	City of San Diego Community and Economic Development Department	Parking Meter Districts use parking meter revenues for streetscape improvements such as ped. facilities, landscaping & lighting.	Annual Budget	N/A
Redevelopment Tax Increment Financing (TIF)	City of San Diego Redevelopment Agency	TIFs apply to redevelopment areas where bonds are issued based on expected increased tax revenues. Used for improved infrastructure, including pedestrian facilities.	N/A	N/A
Transportation Sales Tax (TRANSNET) Local Share	City of San Diego	In 2004, voters approved Prop. A, a 40-year extension of TransNet. The proposition will generate \$14 billion for transportation projects. Several new programs will fund pedestrian facilities, smart growth development & neighborhood traffic safety projects.	Annual or biennial starting in '08	None
Transient Occupancy Tax (TOT)	City Treasurer	Created to cover expenses & improvements related to tourism & to encourage more tourists to visit San Diego. This fund may be appropriate in areas where heavy tourism exists such as along the waterfront, major parks & historic neighborhoods.	Annual Budget	None
REGIONAL SOURCES				
Smart Growth Incentive Program	SANDAG	Regional funds dedicated to smart growth projects, which include pedestrian facilities.	6 year or longer	None
Transportation Development Act (TDA)	SANDAG	TDA funds originate from a statewide sales tax of one quarter cent for transportation projects, which includes two percent for pedestrian and bicycle facilities.	Annual (March)	None
Transportation Sales Tax (TRANSNET) Regional Share	SANDAG	In 2004, voters approved Prop. A, a 40-year extension of TransNet. The proposition will generate \$14 billion for transportation projects. Several new programs will fund pedestrian facilities, smart growth development & neighborhood traffic safety projects.	Annual or biennial starting in '08	None



Table 37 Con't: Possible Funding Sources for Pedestrian Facilities

Source	Administrator	Description	Funding Cycle	Match Required
STATE SOURCES				
Bicycle Transportation Account (BTA)	SANDAG	Provides \$5 million statewide for bicycle facilities, which includes trails that are used by pedestrians.	Annual (Fall)	None
California Conservation Corps (CCC)	California Conservation Corps	The CCC provides emergency assistance & public service conservation work. In San Diego, the CCC has installed bike lockers for Caltrans.	N/A	N/A
Community-Based Transportation Planning (CBTP) Grants	CALTRANS	CBTP grants fund planning activities for livable community projects such as affordable housing, sustainable developments, land use & transportation integration, transit-oriented developments, jobs/housing balance & expanded transportation choices.	2-3 years	20%
Surface Transportation Improvement Program (STIP)	SANDAG & CALTRANS	The STIP is a multi-year capital improvement program of transportation projects on and off the State of California Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP can incorporate Transportation Enhancement (TE) project	6 year or longer	11.47%
Environmental Justice (EJ) Planning Grants	CALTRANS	EJ planning grants help engage low-income and minority communities in transportation projects early in the planning process to ensure equity and positive social, economic and environmental impacts occur.	Annual (Oct.)	10%
Safe Routes to School (SR2S) Program	Federal Highway Administration via CALTRANS (now Under SAFETEA)	SR2S is administered by Caltrans, and funds engineering and education projects that improve safety to/from schools.	Annual	10%
FEDERAL SOURCES				
Community Development Block Grants (CDBG)	Council Districts	Available for low-income neighborhoods to improve land use and transportation infrastructure. Can be used for accessibility improvements citywide.	Annual Budget	None
Congestion Mitigation and Air Quality (CMAQ)	SANDAG	Federal block grant program for projects in Clean Air Act non-attainment areas that will help attain the national ambient air quality standards stated in the 1990 Clean Air Act amendments.	6 year or longer	11.47%
FDA Nutrition Network Mini Grants	San Diego Nutrition Network	From time to time, Nutrition Network offers mini grants focused on neighborhood or street-level walkability assessments.	Varies	None
Land and Water Conservation Fund (LWCF)	California Department of Parks and Recreation	LWCF grants may be used for statewide outdoor recreational planning and for acquiring and developing recreational parks and facilities, especially in urban areas.	Annual (May)	50%
Recreational Trails Program (RTP)	California Department of Parks and Recreation	RTP annually provides monies for recreational trails and trail-related projects.	Annual (Oct.)	20%
Safe Routes to School (SR2S) Program	Federal Highway Administration via CALTRANS	The Safe Routes to School Program provides competitive grants to fund engineering and education projects that improve safety to/from schools for walking and biking. Requirements differ from the state SR2S program.	TBD	None
Surface Transportation Program (STP)	CALTRANS	Federal block grant program for a variety of transportation projects including pedestrian walkways and preservation of abandoned railway corridors for pedestrian and bicycle trails.	6 year or longer	11.47%
Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU)	SANDAG & CALTRANS	SAFETEA-LU funds projects that enhance travel. The Safe Routes to School, Safety Improvements for Pedestrians and Cyclists & Recreational Trails can be funded from this account.	6 year or longer	11.47%
PRIVATE SOURCES				
Health Foundations	Various foundations	Focus on planning for pedestrian improvements as an obesity prevention strategy. Examples include California Wellness Foundation, Kaiser and California Endowment.	N/A	N/A
Rails to Trails Conservancy	Rails to Trails Conservancy	Provides technical assistance for converting abandoned rail corridors to use as multi-use trails.	N/A	N/A
Donations	Depends on nature of project	Corporate or individual donations, sponsorships, merchandising or special events.	N/A	N/A
In-kind Services	Depends on nature of project	Donated labor & materials for facility construction or maintenance such as tree planting programs or trail construction.	N/A	N/A
PROPERTY OWNERS				
Adjacent land owners	City of San Diego Streets Division	Adjacent land owners are responsible for constructing & maintaining walks along the property edge that includes a public right of way.	N/A	N/A
Voluntary Easements	City of San Diego Streets Division	Voluntary easements from adjacent property owners help make new pedestrian facilities affordable for local governments.	N/A	N/A

Parking Meter Districts

Administrator: **Individual Parking Meter Districts**

Parking Meter Districts retain a portion of parking meter revenues for use within a defined area. Possible improvements include streetscape improvements such as pedestrian facilities, landscaping, lighting, and public art. The three existing districts are Downtown, Uptown, and Mid-City.

Tax Increment Financing (Redevelopment)

Administrator: **San Diego Redevelopment Agency & Project Area Committee**

By state law, the City may designate Redevelopment Areas in neighborhoods deemed to meet the statutory definition of “blight.” As property tax rates in a redevelopment area increase, the incremental tax receipts may be used to fund pedestrian improvements anywhere in the redevelopment area. Such improvements need not be associated with a development project. To provide more funding up-front, bonds may be sold based on expected incremental tax revenues in future years. An example is the streetscape improvements along University Avenue in North Park, which were funded in part by tax increment bonds.

TransNet Sales Tax Local Share

Administrator: **City of San Diego**

Each city in the region receives a portion of the regional half-cent sales tax program known as TransNet. These funds can be used for any transportation expense, including pedestrian facilities. In 2004, voters approved a 40-year extension of TransNet.

Transient Occupancy Tax Funding

Administrator: **City of San Diego, City Treasurer**

The TOT is a 10.5 percent tax on hotel room occupancy. It was originally generated to cover expenses and improvements related to tourism and to encourage more tourists to visit San Diego. This fund may be appropriate in areas where heavy tourism exists such as along the waterfront, beaches, major parks, and historic neighborhoods.

Various City of San Diego Sources

Administrator: **City of San Diego, City Treasurer**

The general fund is sometimes utilized through capital improvement projects of the city. Some sources of local gas tax distributed money are applied as discretionary and mandatory expenditures for maintenance and safety improvements related to street improvements and maintenance. Some of these sources can be used for special purpose pedestrian facilities. Also, at the discretion of the council offices and the mayor, can be applied to pedestrian improvements, including the 75 / 50 program discussed above. However, these funds are generally limited to CDBG eligible areas, except for curb ramps.



Most of the regional funding sources originate with the state or federal government, with the exception of the locally implemented TransNet Sales Tax.

CALTRANS is responsible for most sources of State pedestrian related grants.

7.4 REGIONAL FUNDING SOURCES

Smart Growth Incentive Program

Administrator: San Diego Association of Governments

This program uses federal TEA funds (see above) provide awards to smart growth projects, which include pedestrian facilities. An initial round of projects was awarded funding on a competitive basis in 2005. The next round of funding is not expected until 2012. Stand-alone pedestrian projects are not expected to be eligible.

Transportation Development Act (TDA)

Administrator: San Diego Association of Governments

TDA funds originate from a statewide sales tax of one quarter cent allocated to transportation projects. Two percent of these funds are dedicated to pedestrian and bicycle facilities.

TransNet Sales Tax Regional Shares

Administrator: San Diego Association of Governments

In 2004, voters approved Proposition A, the 40-year extension of TransNet half-cent sales tax for transportation projects. Annually, \$1 million is earmarked for bicycle paths and multi-use pedestrian facilities. Beginning in 2008, TransNet also provides \$4.5 million annually for pedestrian, bicycle, and neighborhood safety projects, including traffic calming.

7.5 STATE FUNDING SOURCES

Bicycle Transportation Account (BTA)

Administrator: Caltrans, San Diego Association of Governments

The BTA annually provides \$5 million statewide for bicycle facilities, which includes trails that are used by pedestrians.

California Conservation Corps (CCC)

Administrator: California Conservation Corps

The CCC provides emergency assistance and public service conservation work potentially available to pedestrian-related projects. In San Diego, the CCC has installed bike lockers for Caltrans.

Community-Based Transportation Planning (CBTP) Grants

Administrator: Caltrans

CBTP monies are used to fund planning activities for livable community projects such as affordable housing, sustainable developments, land use and transportation integration, transit-oriented developments, jobs/housing balance and expanded transportation choices.

State Transportation Improvement Program (STIP)

Administrator: Caltrans

The STIP is a multi-year capital improvement program of transportation projects on and off the State of California Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP can incorporate Transportation Enhancement (TE) projects and targets. Projects may include improving state highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, safety, and funds to match federal funds.

Environmental Justice (EJ) Planning GrantsAdministrator: **Caltrans**

EJ planning grant monies are used to help engage low-income and minority communities in transportation projects early in the planning process to ensure equity and positive social, economic and environmental impacts occur. Projects are aimed at increasing travel opportunities for low income residents.

Safe Routes to School (SR2S) ProgramAdministrator: **Caltrans**

The Safe Routes to School Program provides competitive grants to fund engineering and education projects that improve safety to/from schools.

7.6 FEDERAL FUNDING SOURCES**Community Development Block Grants (CDBG)**Administrator: **City of San Diego Council Districts**

CDBG funding is allocated by congressional districts, and is available to low-income neighborhoods to improve land use and transportation infrastructure.

Congestion Mitigation and Air Quality (CMAQ)Administrator: **San Diego Association of Governments**

CMAQ funds are available under a federal block grant program for projects in Clean Air Act non-attainment areas. CMAQ projects must be demonstrated to help attain the national ambient air quality standards stated in the 1990 Clean Air Act amendments.

Federal Department of Agriculture Education GrantsAdministrator: **San Diego Nutrition Network**

From time to time, the Nutrition Network offers USDA mini-grants or project grants focussed on neighborhood or street-level walkability assessments, with emphasis on community education and involvement.

Land and Water Conservation Fund (LWCF)Administrator: **California Department of Parks and Recreation**

LWCF grants may be used for statewide outdoor recreational planning and for acquiring and developing recreational parks and facilities, especially in urban areas. An example project using LWCF funding is the \$15,000 Florida Canyon Trail Development in Balboa Park.

Recreational Trails Program (RTP)Administrator: **California Department of Parks and Recreation**

The RTP annually provides monies for recreational trails and trail-related projects, some of which may be connected to urban streets or pedestrian paths.

Safe Routes to School ProgramAdministrator: **Federal Highway Administration via Caltrans**

The Safe Routes to School Program provides competitive grants to fund engineering and education projects that improve safety to/from schools for walking and biking.

Surface Transportation Program (STP)Administrator: **San Diego Association of Governments**

STP is a major federal block grant program for a variety of transportation projects, including pedestrian walkways, usually as part of a road construction project.

Federal sources of funding come from many public infrastructure and social programs.



“If we are a nation where all the finest zones are privately owned, then what we own together as citizens is not very much. The greatest cities are those with the most beautiful public places.”

Joseph P. Riley, Jr., mayor of Charleston, S.C.



The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
Administrator: **CALTRANS & SANDAG**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law in August 2005. With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in the Nation’s history. Some of the relevant programs that can be funded under this act includes:

- Provision of facilities for pedestrians and bicycles
- Provision of safety and educational activities for pedestrian and bicyclists
- Safe Routes to School. This program enables and encourages primary and secondary school children to walk and bicycle to school.
- Safety Issues. Other provisions address specific safety issues, including bicycle and pedestrian safety, improved traffic signs and pavement markings targeted to older drivers and pedestrians.
- Recreational Trails- Funds to develop and maintain trails for recreational purposes that include pedestrian, equestrian, bicycling and non-motorized snow activities as well as off-road motorized vehicle activities

7.7 PRIVATE FUNDING SOURCES

Health Foundations

Health-related grant programs support community-based obesity prevention efforts, including planning for better walking conditions. Example sources include the California Wellness Foundation, Kaiser Permanente, and the California Endowment. The City, community groups or non-profits such as Walk-SanDiego or local health clinics may apply.

Rails to Trails Conservancy

Provides technical assistance for Rails-to-Trails projects.

Donations

Corporate or individual donations, sponsorships, merchandising or special events.

In-kind Services

Donated labor and materials for facility construction or maintenance such as tree planting programs or trail construction.

7.8 PROPERTY OWNER FUNDING

Adjacent Land Owners

Administrator: **City of San Diego**

Adjacent land owners are responsible for constructing and maintaining sidewalks along the property edge that includes a public right of way. Property owners are responsible for the repair or replacement of their sidewalk in cases of deterioration due to old age, privately owned tree roots, heavy vehicle traffic or drainage from private property. For damaged sidewalks, the City may share the repair cost through its 50/50 Cost Sharing Program.

Voluntary Easements

Administrator: **City of San Diego**

Voluntary easements from adjacent property owners help make new pedestrian facilities affordable for local governments.

The number of private funding sources are very limited and their grant focus are generally very specific.

A greater level of shared funding should be expected from private property owners since the ultimate responsibility for sidewalk facilities is assigned to the adjacent property owner.

7.9 FUNDING STRATEGIES


A substantial amount of funding is needed to bring all of our pedestrian facilities up to a standard that makes them safer, walkable, accessible, connected and assets to our neighborhoods. This section discusses how priorities and decisions should be made with available sources of funding. Table 38 describes the priorities that should be assigned different funding sources. The reader should note that both the different project types as well as the type of pedestrian facility needed, are factors in determining how these funds should be used. Not all potential funding sources are listed on this table, just those that are considered to be the most likely sources for the types of improvements discussed in the table.

Table 38 describes the four proposed treatment levels and includes major types of projects that may be typically needed for near-site or community wide improvements.

In general, private development, city CIP projects and adjacent property owners need to be held financially responsible for the “Basic” Level of improvements adjacent to their projects. This would apply to adjacent right of ways to the property. In areas where new development will be building and dedicating roadways, the “Enhanced” level of improvements should become the responsibility of the applicant / developer, especially for discretionary project.

In all cases, developments should be assessed their fair share of these needed improvements. This can be accomplished through fair share assessments, FBAs or through DIFs. This also applies to businesses that are part of Business Improvement Districts and residents and businesses within Maintenance Assessment Districts or Landscape Maintenance Districts (depending on how the ballot language was structured).

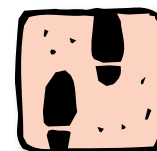
Table 38 also discusses opportunities for assessing financial responsibility for minor projects including condominium conversions, ministerial projects and renovations. In some cases where missing sidewalks occur along a property line or where the walkway is in major need of repair for safety and accessibility, the financial responsibility should be applied to the adjacent property owner, even without a triggering application. In some cases, the financial responsibility needs to be leveraged with other funding sources, such as the City of San Diego’s 50/50 sidewalk replacement program or various other grant programs.

Condominium conversions can be required to make adjacent public right of way improvements as part of a discretionary tentative map waiver process. Local community groups that provide advisory input on these applications should be reminded of their ability to request public improvements, upgrades and maintenance as a condition of discretionary approval. 

While grants can be obtained from a variety of sources and there is often flexibility in how they are used, matching the right grant or funding source to the right condition is very important. Also, whenever possible, funding should look to the agency or private individual that has the responsibility for the improvement or who most benefit from it.

The first place to look for funding, should always be to the responsible agency, property owner, or private developer. Public funds should only be sought when the full public is the primary beneficiary instead of the adjacent property owner.

Steps that can be taken ...



• *As part of community planning efforts, community plan updates and broader community development projects, the City of San Diego will help community groups, agencies or private applicants, identify different funding sources to supplement private investment for the improvement of pedestrian facilities.*

• *Policies regarding the private property owners requirements of safety, accessibility and connectivity associated with pedestrian improvements in the public right of way adjoining their property, should be reviewed and strengthened to clarify the property owners responsibility of funding these improvements, regardless of pending application for development or renovation.*

Table 38: Funding Strategies

TREATMENT LEVEL:	Treatment Level 1 "Premium" Improvements					Treatment Level 2 "Enhanced" Improvements					Treatment Level 3 "Basic" Improvements					Treatment Level 4 "Special Use" Improvements			
	Active Control Mid-block Xings	Pedestrian Scramble or Early Phase Walks	Median Refuge with Actuator/Sensor / Two Phase Option	Premium Walk Amenities	Passive Control Mid-block Xing or Median Refuge	Pedestrian Pop-outs	Enhanced Crosswalks / Countdown Lights	Enhanced Walk Amenities	Adequate Width, Barrier Free Maintained Sidewalks	Pedestrian Curb Ramps	Buffers from Street	Accessible Driveways / Remove or Reconfigure Driveaway	Pedestrian Bridges	Multi-use Walkways	Connector Walkways Away from Streets	Plazas & Special Ped. Zones			
PRIMARY PUBLIC RIGHT OF WAY PEDESTRIAN IMPROVEMENTS:																			
NEW URBANIZING AREA WITH MAJOR NEW DEVELOPMENT																			
Developer Built or Fair Share In Lieu Fee	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	?			
Developer Initiated Facilities Benefit Assessment	!	!	!	!	!	!	!	-	-	-	-	-	-	-	-	-			
Federal STP Grant or State RIP Grant	?	?	?	?	?	?	?	-	-	-	-	-	-	-	-	-			
SANDAG Transportation Development Act Grants	?	?	?	?	?	?	?	-	-	-	-	-	-	-	-	-			
MAJOR INFILL PROJECT OR REDEVELOPMENT																			
Developer Built or Fair Share In Lieu Fee	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?			
Developer Impact Fees	?	?	?	?	?	?	?	-	-	-	-	-	-	-	-	-			
Applicant Volunteers to Assist in Approval	+	+	+	+	+	+	+	-	-	-	-	-	-	-	-	-			
Federal Congestion Mitigation & Air Quality	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Federal STP Grant or State RIP Grant	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?			
SANDAG Transportation Development Act Grants	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?			
SANDAG Smart Growth Incentive Program	!	!	!	!	!	!	!	-	-	-	-	-	-	-	-	-			
TRANSNET Walkability Grant	!	!	!	!	!	!	!	-	-	-	-	-	-	-	-	-			
Redevelopment Tax Increment Financing	+	+	+	+	+	+	+	-	-	-	-	-	-	-	-	-			
Transient Occupancy Tax Funding	?	?	?	?	?	?	?	-	-	-	-	-	-	-	-	-			
CITY STREET, CIP PROJECT OR OTHER COMMUNITY PRC																			
Federal CDBG Funding (if area CDBG eligible)	-	-	-	-	-	-	-	!	!	!	!	!	!	!	!	!			
Federal / CALTRANS TEA	-	-	-	-	-	-	-	!	!	!	!	!	!	!	!	!			
Federal Congestion Mitigation & Air Quality	-	-	-	-	-	-	-	!	!	!	!	!	!	!	!	!			
Federal STP Grant or State RIP Grant	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?			
State Safe Routes to School Grants	!	!	!	!	!	!	!	!	!	!	!	!	!	!	!	!			
SANDAG Transportation Development Act Grants	!	!	!	!	!	!	!	!	!	!	!	!	!	!	!	!			
SANDAG Smart Growth Incentive Program	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?			
TRANSNET Walkability Grant	+	!	!	!	!	!	!	!	!	!	!	!	!	!	!	!			
City of San Diego CIP / General Fund	?	+	+	+	+	+	+	!	!	!	!	!	!	!	!	!			
City of San Diego Accessibility ADA Transition Plan	-	-	-	-	-	-	-	+	+	+	+	+	+	+	+	+			
Business Improvement District Funding	?	+	+	+	+	+	!	-	-	-	-	-	-	-	-	-			
Landscape Maintenance Assessment Districts	-	-	?	?	?	?	!	-	-	-	-	-	-	-	-	-			
Parking District Funding (Meter Funds)	?	+	+	+	+	+	?	-	-	-	-	-	-	-	-	-			
MINISTERIAL PROJECT, CONDO CONVERSION OR PROJECT WITH NO TRIGGERING PERMIT																			
Adj. Property Owner Required by Permit	-	-	-	-	-	-	-	+	+	+	+	+	+	+	+	+			
City 50/50 Sidewalk Program	-	-	-	-	-	-	-	!	!	!	!	!	!	!	!	!			
City Street Division Sidewalk Replacement	-	-	-	-	-	-	-	!	!	!	!	!	!	!	!	!			
City Street Division Sidewalk Temporary Repair	-	-	-	-	-	-	-	!	!	!	!	!	!	!	!	!			
Business Improvement District Sidewalk Repair	-	-	-	-	-	-	-	!	!	!	!	!	!	!	!	!			
Code Compliance Action/Property Owner to Fix	-	-	-	-	-	-	-	+	+	+	+	+	+	+	+	+			
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