



APA's Sustainability & Resilience Series

Planning for sustainability means balancing social, economic, and environmental resources, incorporating resilience, and linking local actions to regional and global concerns.

Planning for resilience means supporting the capacity of individuals, communities and systems to survive, adapt and thrive in the face of chronic stresses and acute shocks and even transform when conditions require it.

- ✓ *2 years, 12 topics, basics and intermediate*
- ✓ *Diverse perspectives, inclusive content*
- ✓ *Live & recorded offerings for AICP credit*
- ✓ *Applicable for the S&R AICP CM credit*

Interested volunteers & speakers: please email karla@ebenbach.com



Federal Funding Tools for Sustainable Infrastructure

Including Transit Oriented Development (TOD)





Today's Panel:

Federal Funding Tools for Sustainable Infrastructure
June 10, 2022



Megan Susman
EPA



Seema Thomas
HUD



Robert Hanifin AICP
US DOT



Funding Tools and Strategies for Sustainable Infrastructure

Megan Susman

U.S. EPA Office of Community Revitalization

APA Sustainability & Resilience Webinar

June 10, 2022

EPA Office of Community Revitalization

- Smart growth strategies to help communities find multi-benefit solutions to interconnected challenges related to design and development
- Research and policy evaluation
- Technical assistance on planning, policy, and/or design (mostly to communities, sometimes to states, tribes, regional entities)
- Convening and partnerships:
 - Within EPA
 - With other federal agencies
 - With tribal, state, regional, and local governments
 - With the nonprofit and private sectors (Smart Growth Network)



A Boise, ID, intersection with pedestrians, buses, bikes, and cars, as well as street trees.

Smart Growth and Climate Change

- Smart growth strategies can help adapt to climate impacts while reducing GHG emissions and bringing other environmental, economic, health, and equity benefits in short and long terms.
- Transit-oriented development:
 - Reduces GHGs and other pollution
 - Can be designed to produce less stormwater runoff and localized flooding and reduce heat island effect with trees planted areas, and pervious and/or light-colored paving
 - Can include resilience hubs or cooling centers
 - Can create opportunities for renewable energy + storage (density of users plus inherent efficiencies of compact development and mix of uses)

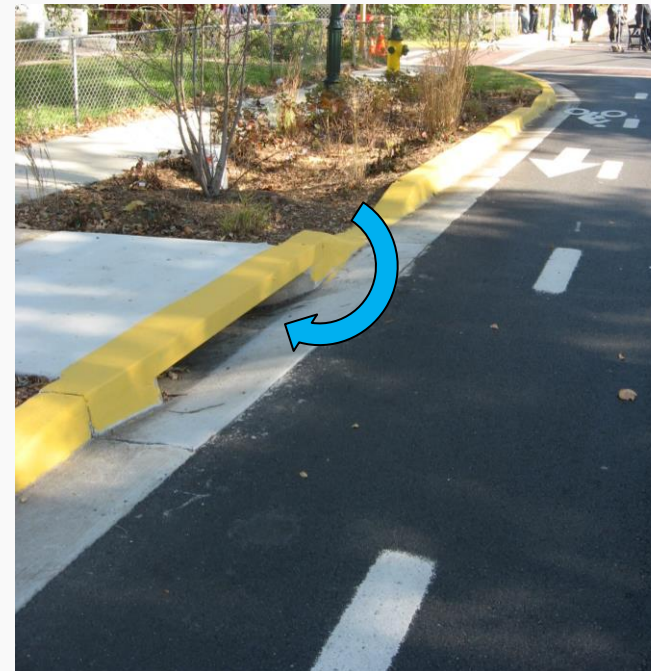


Waterfront Metro station in Washington, D.C., with bike lanes, planted areas, and a grocery store on the ground floor of an office building.

Plan for Infrastructure Investment

- Shovel-ready isn't always shovel-worthy
- Have plans ready for when funding becomes available
 - Look for multiple benefits from every \$ spent – environmental, economic, societal, health, short and long term
 - Think about what your community's climate is now and will be in the near and long terms
 - Develop with meaningful public involvement

Edmonston, MD, is a small town that had localized flooding on its main residential street. It used a small grant from a nonprofit to develop a design for a green, complete street. It used that design when it got ARRA funding from EPA to upgrade stormwater and wastewater infrastructure.



Now Decatur Street has bike lanes with pervious paving and planted areas that reduce and filter stormwater before it goes into the storm sewer.

Look for Multiple Benefits

- Look for chances to combine projects so you can reduce costs and “dig once” – e.g., installing bike lanes, rain gardens, street trees, and planting strips when a street is dug up for repaving or repairing water infrastructure
- Find different funding sources for the same design by framing it differently – be creative
 - For a green street project, you could get transportation, water infrastructure, community development, public art, economic revitalization funding
- Infrastructure coordinator can help prioritize and coordinate projects across municipal departments and can work with other jurisdictions
 - See article: “Infrastructure coordinators help cities pursue funding, evaluate projects,” Smart Cities Dive, May 23, 2022
- Departments can collaborate to align their plans, prioritize projects, and look for opportunities to meet multiple goals



Artistic downspouts like this one in Seattle can help manage stormwater and can be built with arts funding.



Plan for Current and Projected Climate Conditions

- Consider what climate conditions are projected to be throughout the lifetime of the project
 - What are the projected changes in temperature, precipitation/storms, drought, wildfire, sea level rise/ storm surge?
 - Where do you want to encourage investment and development? What locations are well-connected with existing development and less vulnerable to climate-related impacts?
- Consider what climate conditions are projected to be generally for your community – in 20, 30, 50 years, will people be moving to your community or moving away from it? How does that affect your infrastructure planning today?
 - If your community is likely to be safer from climate-related hazards, assess possible population growth and infrastructure needs
- Resources:
 - Local/regional experts – universities, city climate experts, state climatologists
 - U.S. Climate Resilience Toolkit (<https://toolkit.climate.gov>) links to tools and can help you find regional federal experts
 - RiskFactor.com for flooding and wildfire

Meaningful Public Engagement

- Give everyone a chance for input
- Make a particular effort to reach groups that have historically been left out of decision-making, that are overburdened, and/or that will be the most affected
- Meet them where they are, find community-based organizations and trusted messengers to engage
- Consider how climate change is affecting and will affect these populations and what infrastructure and other investment is needed to protect them and redress disparities



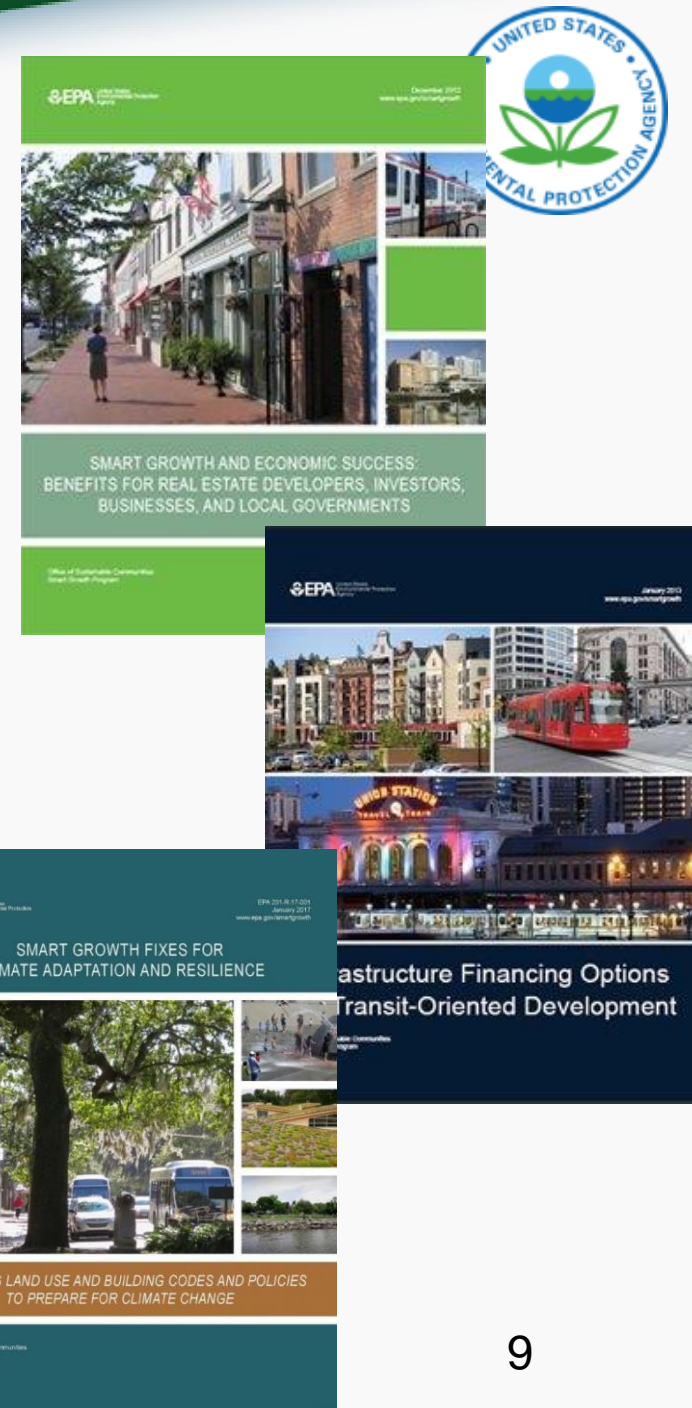


EPA Resources

- Brownfields (<https://www.epa.gov/brownfields>)
 - Brownfields Job Training Grants – open now until Aug. 2, 2022
 - Technical Assistance to Brownfields Communities Grants (anticipated Spring/Summer 2022)
 - Multipurpose Grants (anticipated September 2022)
 - Assessment Grants (anticipated September 2022)
 - Revolving Loan Fund (RLF) Grants (anticipated September 2022)
 - Cleanup Grants (anticipated September 2022)
- Water infrastructure (<https://www.epa.gov/waterfinancecenter>)
 - Links to technical assistance, financing programs, and helpful information on effective financing
 - State Revolving Funds for clean water and drinking water
 - WIFIA (<https://www.epa.gov/wifia>)
- Green infrastructure (<https://www.epa.gov/green-infrastructure>)
 - Links to guides, funding from other sources, and other helpful info
- Environmental justice (<https://www.epa.gov/environmentaljustice>):
 - Grant programs (none open right now), tools for meaningful public engagement and collaborative problem-solving
 - EJSCREEN mapping tool – demographic and environmental data to show where populations are overburdened

EPA Community Revitalization and Smart Growth Resources

- Smart growth and community revitalization (<https://www.epa.gov/smartgrowth>)
 - Publications on infill development; Smart Growth and Economic Success reports
 - Essential Smart Growth Fixes publications – code changes for cities, suburbs, and rural communities
 - *Infrastructure Financing Options for Transit-Oriented Development* – specific program information might be out of date, but also includes innovative strategies for financing TOD
 - Geospatial tools – Smart Location Database – Access to Jobs and Workers via Transit, National Walkability Index
 - Climate change: *Smart Growth Fixes for Climate Adaptation and Resilience*; *Planning Framework for a Climate-Resilient Economy*





<https://www.epa.gov/smartgrowth>

Megan Susman

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American Planning Association

Federal Funding Tools for TOD and Sustainable Infrastructure

Exploring HUD's Section 108

U.S. Department of Housing and Urban Development





HUD'S SECTION 108 LOAN GUARANTEE PROGRAM

Flexible, Low-Cost Community and Economic Development Financing through the Community Development Block Grant (CDBG) Program



Since 1978,
HUD has issued
2,000 approvals



Source: Burrillville (RI)



Courtesy of Allentown (PA)

Approaching
\$10 Billion
in total approvals



Source: Los Angeles (CA)

for over 630 communities



Source: Mount Vernon (NY)

Types of projects include economic development, infrastructure, public facilities, and affordable housing

Hazleton, PA was the
1st approval



Courtesy of Martin Dymally

Springfield, MA was the
2,000th approval



Source: Meriden (CT)

More than
120,000 Jobs
created

More than
250 public works and infrastructure projects
and **240 housing projects** supported



Source: Spartanburg (SC)

Those who leveraged other funding sources (private, federal, state, and local) with Section 108 funds, on average,
secured \$4.62 of additional funds for every \$1.00 of Section 108 funding.

Today's Topics

CDBG Section 108 Overview

Using Section 108 for Infrastructure Projects

Combining Section 108 with Other Resources

Examples from the Section 108 Portfolio

Resources



CDBG Section 108 Overview

Community Development Block Grants (CDBG)

The CDBG Program provides **annual grants on a formula basis** to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.

- \$3.45 billion in FY 2021
- Approximately 1200 grantees nationwide
 - 30% states
 - 70% cities (over 50K) and counties (over 200k)
 - Separate funding for Tribes, Territories, and after Presidentially Declared Disasters





HUD's Section 108 Loan Guarantee Program

- Provides loan guarantees, not grants
- Employs the programmatic framework of the CDBG Program
- Offers recipients a non-competitive means of accessing lower interest rates
 - Variable Rate Financing: 3-month Treasury Bill Auction Rate + 35 bps = 1.23% + 0.35% = **1.58%** on 6/8/2022
- Dedicated staff willing to provide 1-on-1 Technical Assistance for CDBG Grantees



CDBG and Section 108 National Objectives



**Benefit to Low- and
Moderate-Income Persons**



**Elimination of Slum &
Blight**



Urgent Need

Types of Section 108 projects



Economic Development

Central Business District Support

Retail/Office and Manufacturing

Small Business Financing

Business Retention

Housing



Loan Funds for Third Party Developers

Adaptive Reuse

Supporting New Housing Construction

Rehab of private housing stock and public housing



Public Facilities

Community Centers

Park Upgrades

Hospitals

Gov't Bldgs serving Residents

Infrastructure



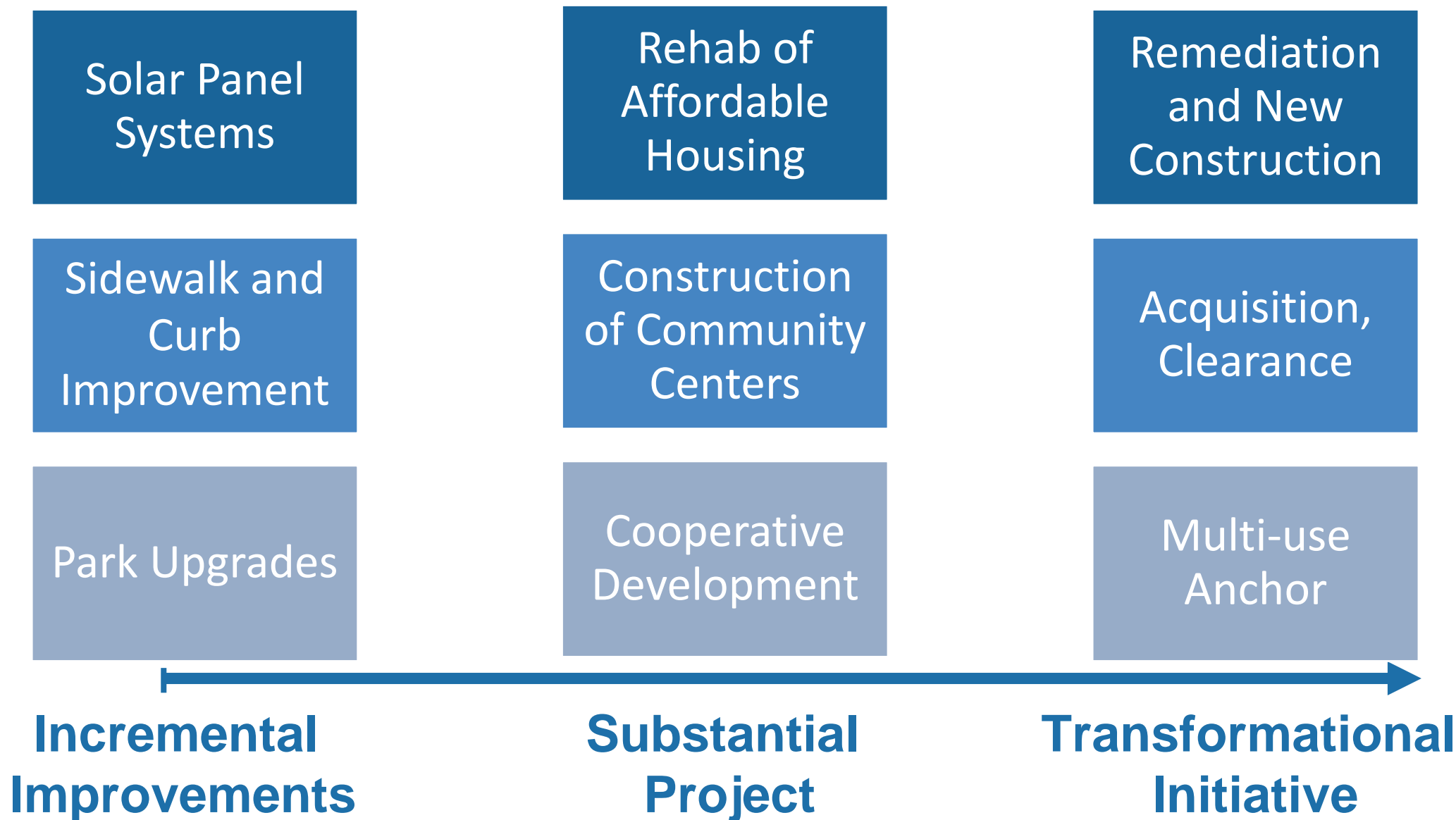
Water & Sanitation

Streets, Curbs and Gutter Improvements

Broadband Line Extensions

Devastated Landscapes

Scale of Section 108 Projects



Who has access to CDBG & Section 108 funds?

Entitlement
Communities

Cities

Urban Counties

States

\$\$

\$\$

With
Cooperation
Agreement

\$\$

\$\$

Smaller
Units of
Local
Gov't

Smaller
Units of
Local
Gov't

\$\$

\$\$

Subrecipient
(1-Multiple)

Subrecipient
(1-Multiple)

Subrecipient
(1-Multiple)

Subrecipient
(1-Multiple)

Examples of Subrecipients

- ✓ *economic development agencies*
- ✓ *public housing authorities*
- ✓ *community development corporations*
- ✓ *non-profits*
- ✓ *units of general local government if designated by Urban Counties or States*

Note: Subrecipient entities and other partners **may** receive Section 108 funds directly if they are public agencies

* Non-entitlement communities in Hawaii and Insular Areas receive CDBG funds as well

Approaches to using Section 108

1. Project Specific

- Application is for a specific project or projects
- Requires a higher level of project detail & specificity for underwriting by HUD

2. Loan Fund

- Application describes type of projects to be funded along with the community's underwriting process
- Individual projects must have a Field Office eligibility determination for funds to be drawn



Section 108 Borrowing Capacity

Annual CDBG Allocation		\$3,000,000
Max available borrowing capacity	x 5	= \$15,000,000
Outstanding 108 commitments	-	\$800,000
Outstanding 108 loan balance	-	\$2,000,000
Available borrowing capacity		= \$12,200,000

Or you can just look on our website here:

<https://www.hudexchange.info/resource/5197/current-availability-of-section-108-financing-cdbg-entitlement-and-state-grantees/>

Advantages of using Section 108

Plug gaps or layer
other project
financing sources (or
even standalone)

Meet multiple
community goals
with one source of
financing

Flexibility on terms,
structure, collateral
and repayment
sources

1-on-1 TA

Non-competitive
with immediate
availability of funds

Rolling applications

Does not count
towards local debt
ceilings

Wide range of uses

Extremely low
interest rate



Combining Section 108 with Other Financing Sources

How does **Section 108** fit into the financing for a project?



STANDALONE



COMBINED



GAP

Combining Section 108 with Other Federal Financing



➤ New Market Tax Credits



➤ EDA Public Works & Economic Adjustment Assistance



➤ Historic Tax Credits



➤ 7(a) Loans
➤ 504 Loans



➤ BUILD Grants
➤ TIFIA



➤ Low-Income Housing Tax Credits
➤ Opportunity Zones

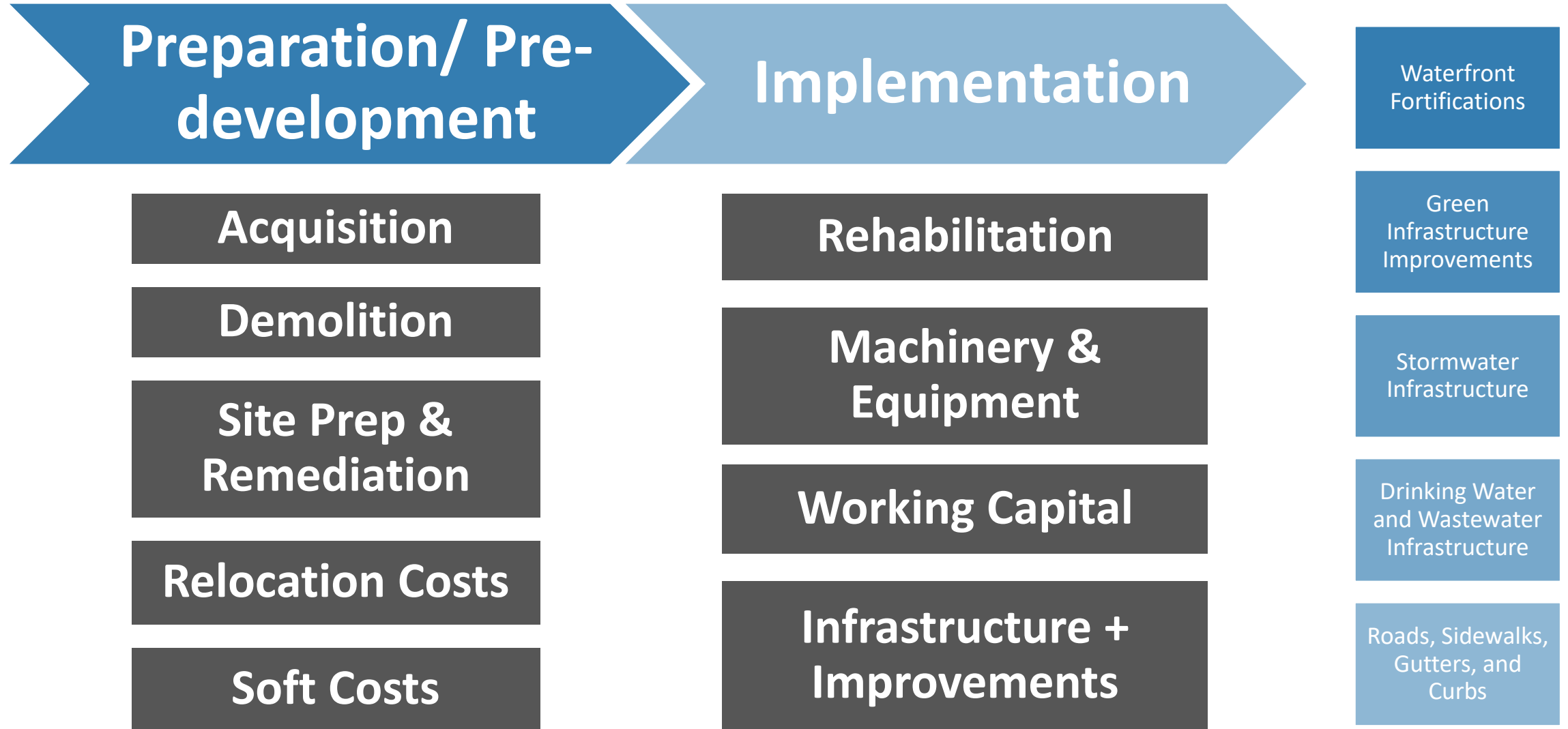


➤ Revolving Loan Funds
➤ Brownfields Remediation Financing
➤ WIFIA

A photograph of the Kodak Theatre at dusk. The building is a large, modern structure with a prominent "Kodak Theatre" sign in gold lettering. The sky is a mix of blue and orange from the setting sun. In the foreground, there are cars on a street, including a black sedan and a green taxi. A traffic light is visible in the upper left corner. A semi-transparent black box with white text is overlaid in the center of the image.

Use of the Section 108 Loan Guarantee for Infrastructure Projects

Stages for Section 108 Deployment



Source: Code of Federal Regulations (CFR) §570.703 Eligible Activities

TOD | Adaptive Reuse + Mixed-Use Example



NOHO III Office Building Project

Los Angeles, CA **\$14M**

- LEED Gold Certification
- Third Party Relending to the for-profit J.H. Snyder Company to redevelop the NOHO III office building site as a Transit Oriented Development
- Three-acre site in the heart of the NOHO Art District and is one block from the largest transportation hub in the San Fernando Valley.
- Project created almost 400 full time or equivalent jobs of which at least 51% are held by or made available to low-or moderate-income persons.

TOD | Increasing Connectivity Example

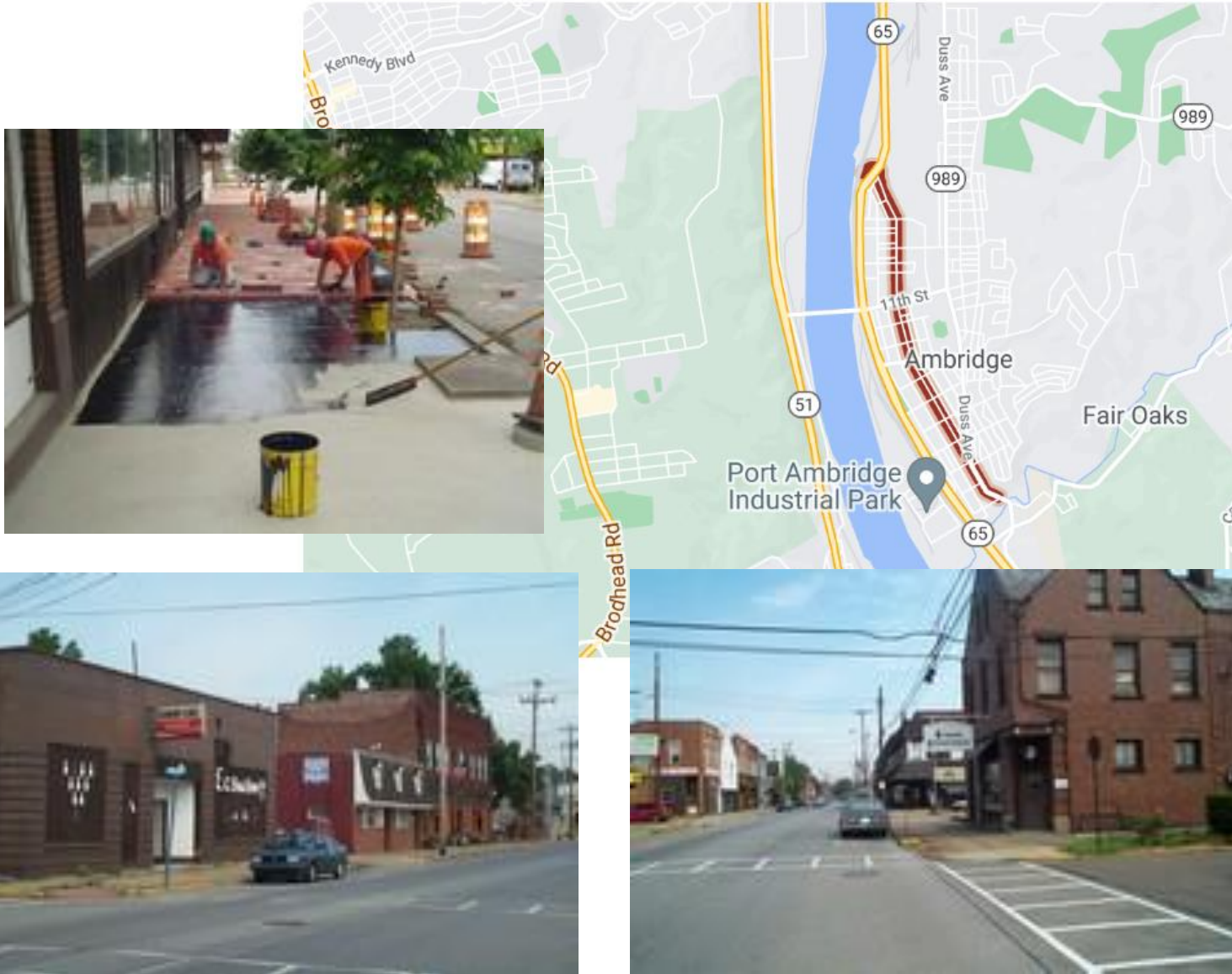
Twin Rivers Infrastructure Project

Sacramento, CA **\$16.49M**

- Housing Authority of the City of Sacramento is using the loan proceeds to finance the initial phase of the new Twin Rivers Transit Oriented Development and Light Rail Station Project.
- It will consist of demolition as well as on-site and off-site public infrastructure work.
- It will benefit LMI persons in an area that is over 93% LMI.



Streetscape Improvements Example



Borough of Ambridge Streetscaping

Beaver County, PA \$3.1M

- Two separate streetscaping projects part of a larger streetscape project to revitalize Merchant Street, the Borough's main commercial corridor
- Enhance safety and accessibility for pedestrians in accordance with Americans with Disabilities Act standards
- Over 62% of the residents of the area served by this project are LMI persons

Street Improvement Example

Street Improvement Project

Denison, TX \$1.55M

- An estimated 13 lane miles and 25 streets will be improved through this project.
- The census block groups to be served by the activities range from 55% to 88 % LMI.



Infrastructure | Water Supply Line Example



Brevard County, Florida

TOTAL 108 FINANCING: \$1,648,000

Potable Water Line

- The Borrower built a new 20,000-foot, 12-inch potable water line to connect the West Canaveral Grove area to the municipal water system.
- Before approximately 180 homes in this primarily residential area are served by individual water wells and septic systems have some water contamination that raise issues of public health.
- A CDBG 2010 feasibility study for the proposed project found that six of the homes in the service area had levels of lead or arsenic that exceeded safe water standards.
- The County is repaying the Section 108 loan over a 20-year term with the repayment source of CDBG funds.
- For Additional Security, the County pledged funds from its general fund.

Source: Ian Golden's P3 Water Summit Presentation

Remediation and Flood Control Example



Meriden, Connecticut

TOTAL 108 FINANCING: \$1,500,000

Demolition and Flood Control

- The City is using a Section 108 guaranteed loan to fund the demolition of abandoned structures on a seven-acre Factory H Brownfield site as a precursor to the installation of flood control infrastructure and creation of an open/green space public facility.
- The City is creating flood control infrastructure to prevent future flooding in low- and moderate-income neighborhoods surrounding Factory H. The plan is designed to improve the immediate area from one that can currently only contain water from a 25-year storm to one that can contain water from a 100-year storm.
- The City will repay the Section 108 loan over a 15-year term using its annual CDBG allocation as the source of its repayment.
- For Additional Security, the City is pledging its full faith and credit.

Sustainable Energy | Solar Canopy and EV Charging Station



Merced, California

TOTAL 108 FINANCING: \$2M

Childs Court Apartments and Public Facility

- The 108 funds will construct a community center, which is a component activity of a new affordable housing development project.
- The project's parking will be covered by solar PV system canopies and electric vehicle charging stations.
- The project will exceed residential energy codes by at least 10 to 20%
- It will be constructed in accordance with California's Green Energy Code and be certified at the gold level in the Green Point Rated multifamily sustainable building system.
- The City will use its CDBG entitlement funds as a primary source of 108 loan repayment.

Source: Merced's Childs & B Funding, Housing Resources 4.5.21

Illustrative Graphics: Dr. John Byrne. University of Delaware; VectorStock



Resources

Section 108 General Resources

HUD has created resources on HUD Exchange to assist potential borrowers with developing applications:

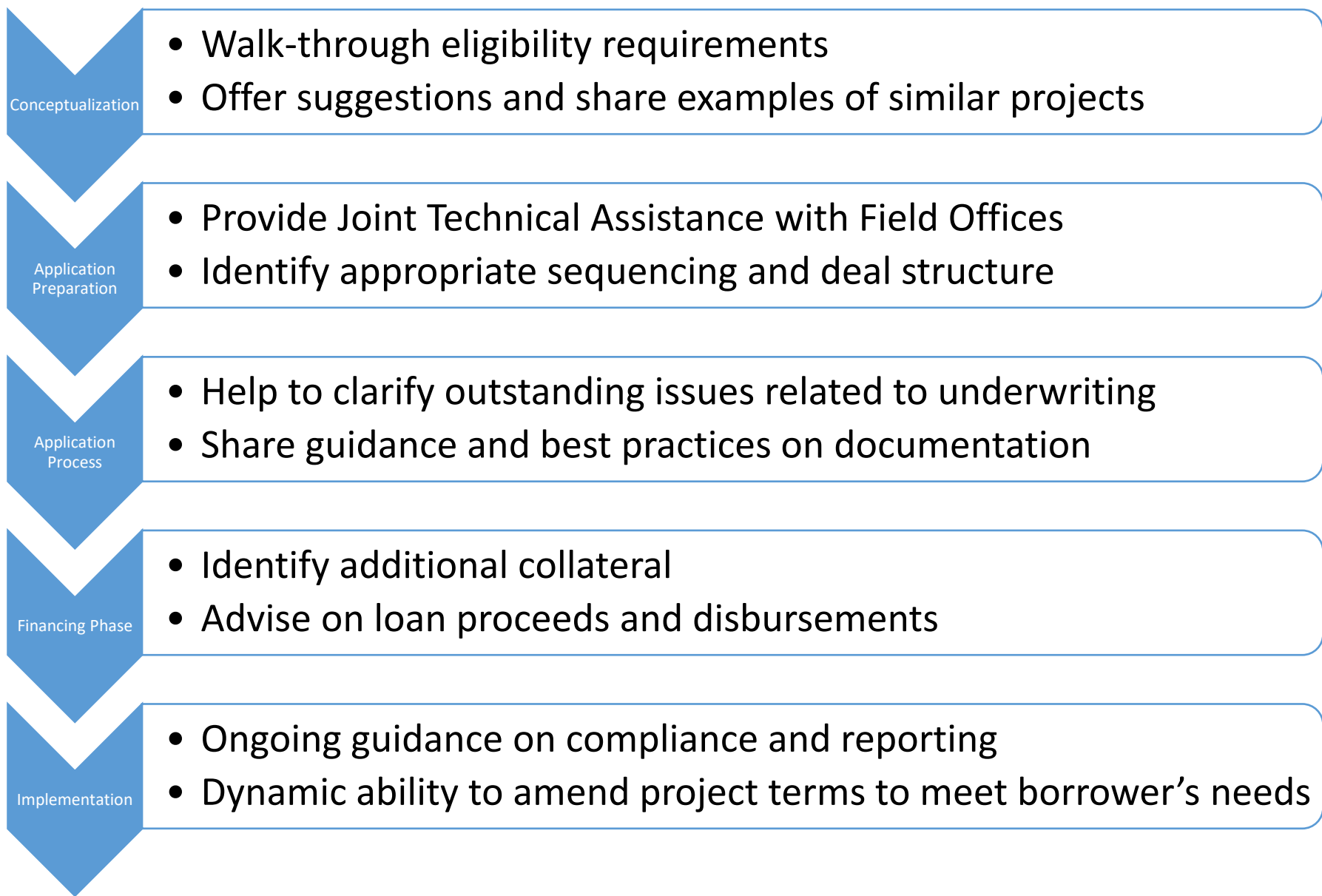
- Borrowing capacity spreadsheet [*updated annually*] [Link](#)
- Application Tool [Link](#)
- Single certifications document [Link](#)
- Section 108 Application & Finance Process Infographic [Link](#)
- Project profiles for all applications approved in recent fiscal years [Link](#)
- [Join our mailing list to get email updates! Link](#)



Many other resources are available on HUD.gov and HUDexchange.info

Note: FMD is willing to provide 1-on-1 Technical Assistance during any project cycle stage for interested applicants.

Section 108 offers in-depth, tailored Technical Assistance



FMD is willing to provide 1-on-1 Technical Assistance during any project cycle stage for interested applicants.

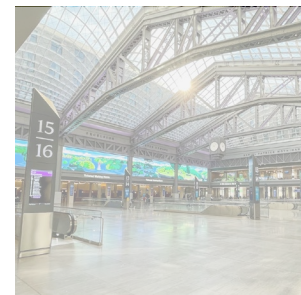
For More Information



Seema Thomas, Deputy Director: Seema.M.Thomas@hud.gov

Section 108 Program: <https://www.hudexchange.info/programs/section-108/>





Build America Bureau

U.S. Department of Transportation

APA Sustainability Series
Federal Funding Tools for Sustainable Infrastructure,
Including Transit Oriented Development
June 10, 2022



Build America Bureau 101

Mission

Finance transportation projects

- Provide long-term, low-interest loans (TIFIA & RRIF)
- Allocate **Private Activity Bonds (PAB)** **BIL**

Provide technical assistance

- Explore and optimize funding/financing options
- Assess the viability of public-private partnerships (P3)
- Cultivate and share best practices in project planning, finance, delivery, operations, and maintenance, etc.
- Navigate the regulatory compliance process
- **Technical Assistance Grant Programs**
 - Regional Infrastructure Accelerators
 - Rural-Tribal **BIL**
 - Asset Monetization/Concessions **BIL**

Organization

U.S. DOT

Office of Secretary

Build America Bureau

Outreach & Project Development

- Project Development
- Outreach
- Technical Assistance

Credit Office

- Underwriters
- Portfolio Managers

Modes

FTA

FRA

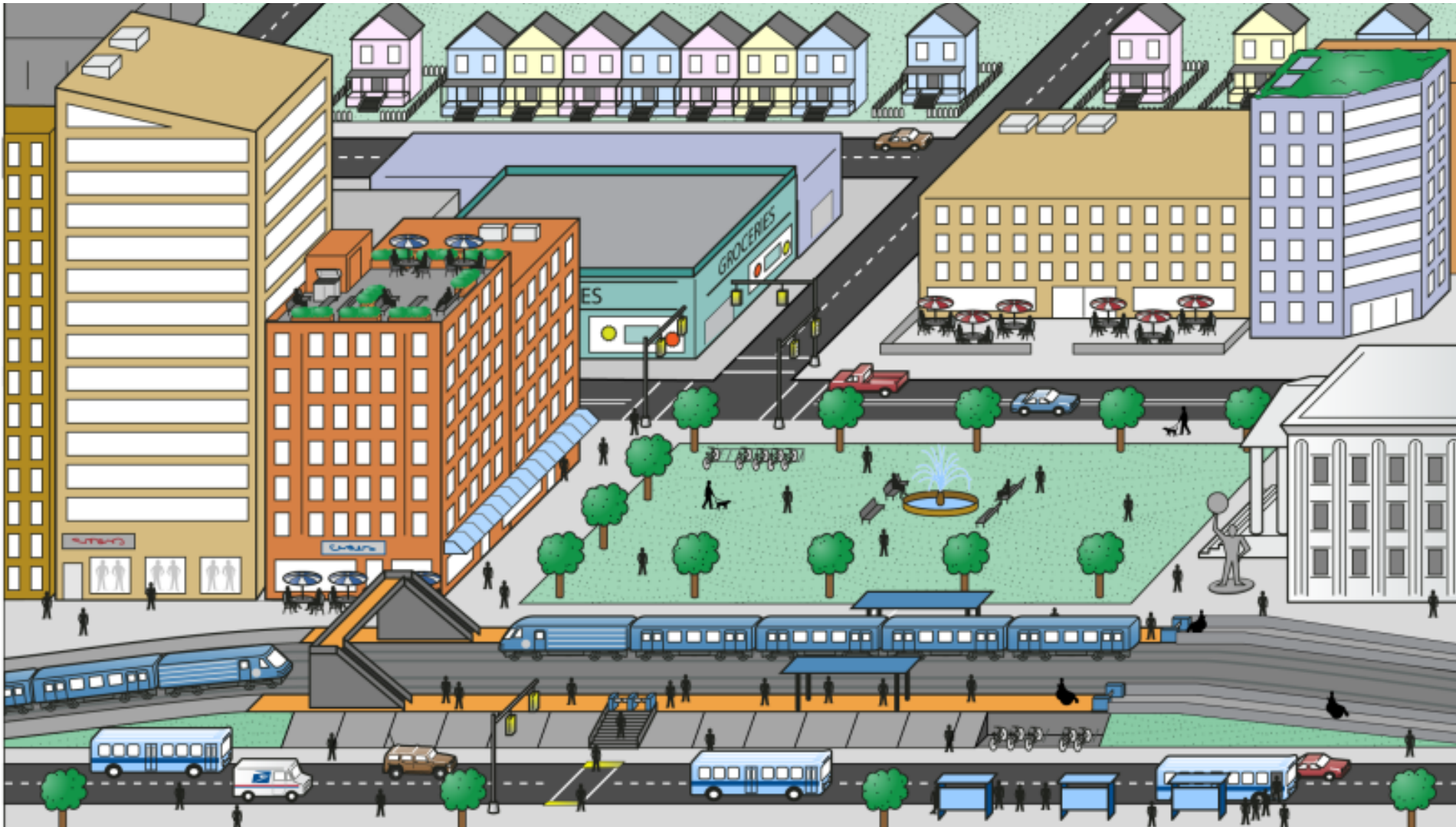
+ FHWA, FAA,
MARAD

Regions

**Grant
Programs**

**HQ TPE
SMEs**

Transit-Oriented Development (TOD)



*Surface
Transportation*

*Public
Infrastructure*

*Economic
Development*

Bureau Programs

TIFIA

Transportation Infrastructure Finance & Innovation Act

- Surface transportation and public infrastructure
- Finance up to 33%* of eligible project costs

 **~\$70 billion**

RRIF

Railroad Rehabilitation & Improvement Financing

- Passenger rail, freight rail, commuter rail, and transit-oriented development (TOD)
- Finance up to 100%* of eligible project costs

 **~\$30 billion**

Private Activity Bonds

- State+local governments issue tax-exempt bonds
- Private entity responsible for debt service
- Can be used in combination with TIFIA & RRIF

Key Loan Features

- Long-term repayment period
 - **Up to 75 years*** **BIL**
 - Can be deferred for five years following substantial completion
 - No pre-payment penalty
- Highly customizable to meet borrower needs
- Also offer loan guarantees and lines of credit

Low Interest Rate

3.17% for a 35-year loan
(on 6/10/22)

Note: TIFIA & RRIF do not finance OPERATIONS!



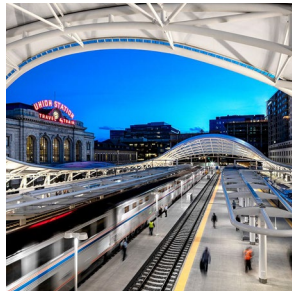
Transit Portfolio

The Bureau's growing transit portfolio features projects across the U.S., including:

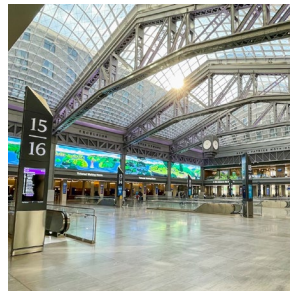
- Urban & rural areas
- Multiple modes and asset classes (bus, heavy rail, light rail, intermodal, fixed guideway, stations, O&M facilities, etc.)
- Range of project sizes (\$17m to \$1+b)
- Most FTA regions
- Different types of borrowers (transit agencies, MPOs, etc.)
- Awardees from most FTA grant programs



LYNX Blue Line
Charlotte, NC



Union Station
Denver, CO



Moynihan Hall
New York, NY

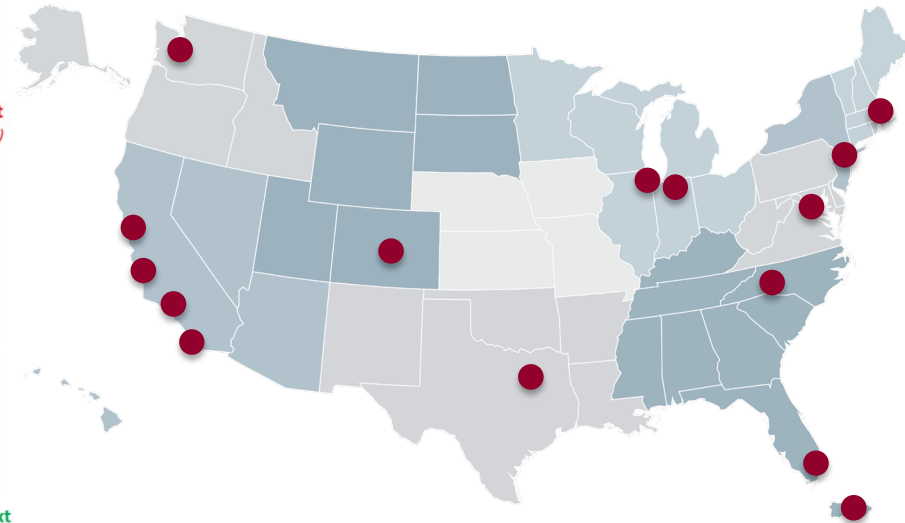
Sound Transit LINK System
Seattle, WA

\$15.8 billion

TIFIA + RRIF financing for transit projects

30+ projects

Transit and intermodal rail



TIFIA & RRIF Transit Loans

Bipartisan Infrastructure Law



No More
Lead Pipes



High-Speed
Internet Access



Better Roads
and Bridges



Investments in
Public Transit



Upgrade Airports
and Ports



Investment in
Passenger Rail



Network of
Electric
Vehicle Chargers



Upgrade Power
Infrastructure



Resilient
Infrastructure



Investment in
Environmental
Remediation

BIL Changes to Bureau Programs



Credit Programs & Authority

Private Activity Bonds:

- new \$15 billion allocation

TIFIA

- Expand eligibility: airports and TOD “economic development”
- Annual credit subsidy cap for airport and TOD projects (15%)

RRIF

- New credit subsidy
- Credit risk premium repaid w/ interest

RRIF and TIFIA loans up to 75 years for long-life assets



Technical Assistance

Rural & Tribal Technical Assistance Pilot Program

- \$12 million five-year pilot to fund technical, legal, and financial advisory assistance and early development activities

Technical Assistance Grants for Asset Monetization Projects

- \$100 million over five years to fund technical, financial, and legal advisory service costs

Sustainable Infrastructure Investment

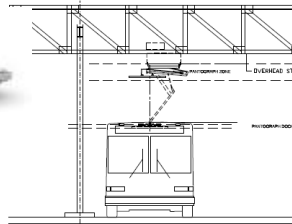
TIFIA's eligibility enables Bureau to finance almost anything that FTA can fund including capital infrastructure associated with fleet conversion, including leasing of capital (batteries, vehicles, etc.)



Batteries & Fuel Cells



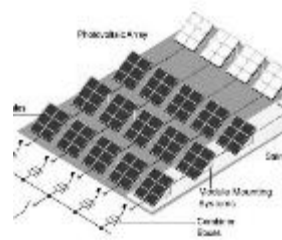
Capital Leases



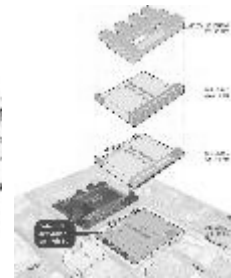
Charging Infrastructure



Bus Facilities (stations, O&M, storage, etc.)



Power Generation



TOD



Bureau Example

CTA Rail Rolling Stock Replacement



Bureau Example

Monterey-Salinas Transit O&M Facility



Bureau Opportunity

Joint Development

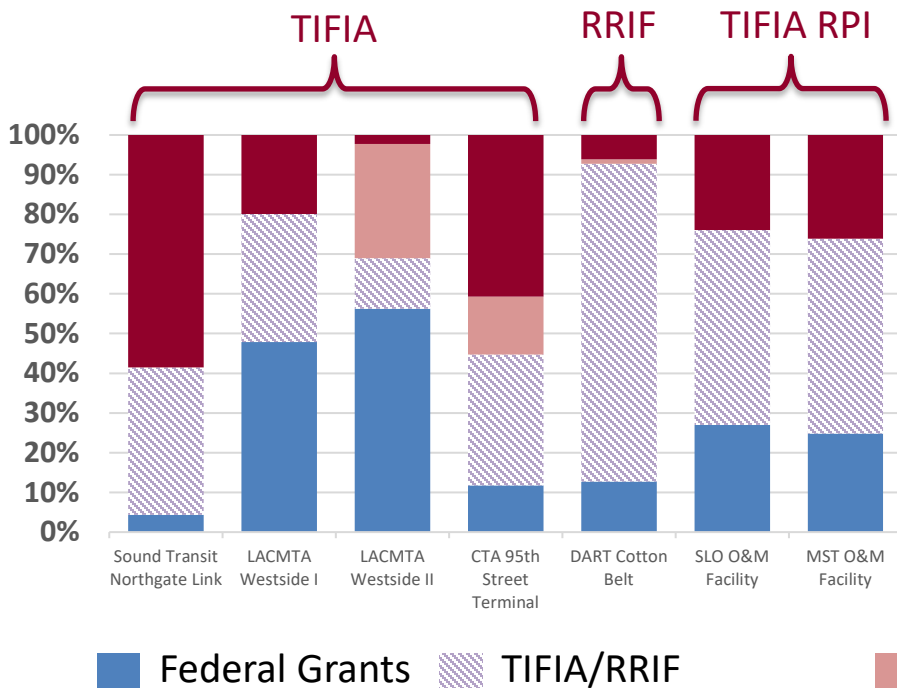
Image Sources: Proterra, CTA, SFMTA, Monterey-Salinas Transit

Example Loans and Grants

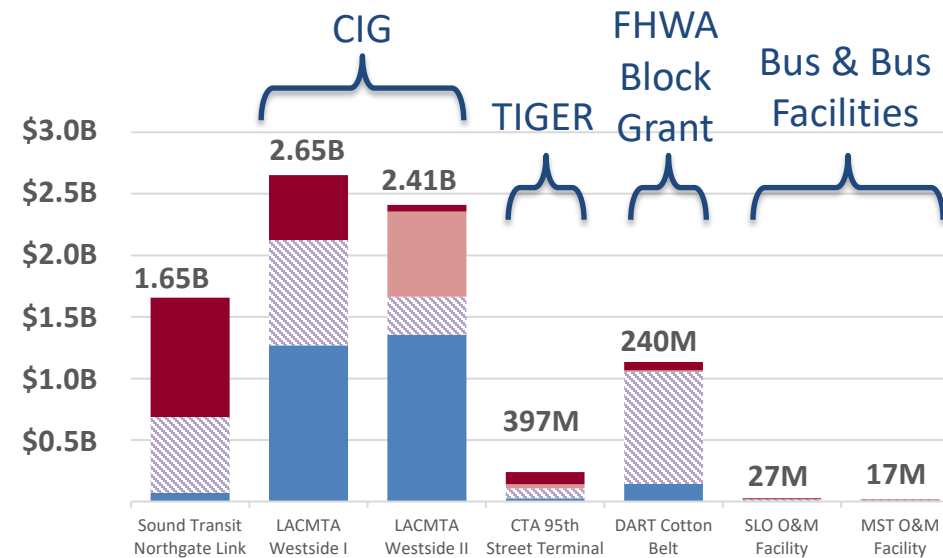
Bureau loans:

- provide a key financing gap for projects of all sizes
- are often leveraged alongside federal grants to deliver capital projects
- offer a strategic role and benefit to a wide spectrum of projects and borrowers

Loan Program



Federal Grants



TIFIA “Public Infrastructure”

23 U.S.C. Ch. 6: INFRASTRUCTURE FINANCE

- §601. Generally applicable provisions ...

- (a) Definitions.— ...

- (12) Project.—The term "project" means—

TIFIA can finance capital projects FTA can fund

- (A) any **surface transportation project** eligible for Federal assistance under this title or **chapter 53 of title 49**;

TOD “public infrastructure” are eligible projects

- (E) a project to improve or construct **public infrastructure** that is located within walking distance of, and accessible to, a fixed guideway transit facility, passenger rail station, intercity bus station, or intermodal facility, including a transportation, public utility, or **capital project** described in **section 5302(3)(G)(v) of title 49**, and related infrastructure;

Joint development may be eligible under (12)(a) and/or (12)(e)

“Economic Development”

Congress expanded eligibility of RRIF and TIFIA programs under FAST Act and **Bipartisan Infrastructure Law**, respectively, to include TOD projects: *economic development including commercial and residential development, and related infrastructure that:*



that incorporates **private investment of greater than 20 percent of total project costs**



are **physically connected to, or is within ½-mile of**, a station with rail service,



demonstrates the ability of the applicant to **commence the construction contracting process** not later than **ninety (90) days** after the date on which the loan or loan guarantee is obligated, and



demonstrates the ability to **generate new revenue** by increasing ridership, tenant lease payments, or other activities that **generate revenue exceeding costs**



RRIF: non-Federal match of at least 25% required

TIFIA: non-federal match of at least 20% required



TOD Statutory Criteria

	TIFIA: Public Infrastructure		RRIF: Economic Development
Project Type	public infrastructure including a transportation, public utility, or capital project described in section 5302(3)(G)(v) of title 49 , and related infrastructure;	economic development , including commercial and residential development, and related infrastructure and activities, that--	economic development , including commercial and residential development, and related infrastructure and activities, that--
Private Investment	--	Private investment	Minimum 20% private investment
Relationship to Qualifying Station	within walking distance of, and accessible to	physically or functionally related	physically connected to, or is within 1/2 mile of
	<ul style="list-style-type: none"> fixed guideway transit facility, passenger rail station, intercity bus station, or intermodal facility 	Rail stations**	Rail stations**
		Demonstrate can start construction contracting	Demonstrate can start construction contracting
		Demonstrate project generates revenues	Demonstrate project generates revenues

Contact Information



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 U.S. DEPARTMENT OF TRANSPORTATION



BUILD AMERICA BUREAU

Build America Bureau:

Email: BuildAmerica@dot.gov

Phone: 202-366-2300

Website:

<https://www.Transportation.gov/BuildAmerica>

Transit Oriented Development - Guidance FAQs

The FAST Act made TOD projects eligible under RRIF and TIFIA. The guidance shown in the FAQs listed below provides additional clarity on the definitions used by the Bureau to determine a project's eligibility for RRIF and TIFIA loans under existing TOD authority. Projects not eligible under the TOD authority may be eligible under other existing RRIF and TIFIA authorities.

Please contact the Build America Bureau with any questions about the guidance, RRIF, TIFIA, or other innovative finance concerns.

Please note: The contents of this guidance document do not have the force and effect of law and are not meant to bind the public in any way. It is only intended to provide clarity to the public regarding existing requirements under the law.

Expand All

Collapse All

RRIF TOD Guidance FAQs

1) What types of projects are eligible for RRIF TOD loans?

1.1) How does the Bureau define "economic development, including commercial and residential development, and related infrastructure and activities"?

<https://www.transportation.gov/buildamerica/TOD/faqs>

