

Approach	1. Capital Improvements Adjacent to TODs	2. Parking Structures	3. Direct Financing of TOD and Infill	4. Affordability and Accessibility Investments	5. Underwriting Perceived Risk
Description	Paying for off-site or adjacent capital improvements such as streetscapes, bicycle and pedestrian facilities, transit station access routes.	Financing for off-site parking garages that would allow for development to proceed with lower parking ratios elsewhere in the community or could provide replacement parking for parking lost through Joint Development	Financing for transportation-related portions of a development (e.g. parking podiums as part of a mixed-use development) or "TOD Easements"	Paying for the incremental costs of additional affordability or accessibility measures (e.g. units fully accessible for people with disabilities)	Underwriting the perceived "risk" for developers of providing lower parking ratios in specific projects, or in certain high density locations, providing no on-site parking.
Funding Approach	<ul style="list-style-type: none"> Grant to local jurisdiction (or developer) 	<ul style="list-style-type: none"> Grant (potentially loan) to local jurisdiction 	<ul style="list-style-type: none"> Grant (potentially loan) to jurisdiction or developer 	<ul style="list-style-type: none"> Grant to developer 	<ul style="list-style-type: none"> Loan and/or grant to developer
Case Study Examples	<ul style="list-style-type: none"> MTC TLC Program Met Council LCDA 	<ul style="list-style-type: none"> CA Redevelopment Agencies Met Council LCDA 	<ul style="list-style-type: none"> Portland METRO WMATA Transportation Infrastructure Fund Met Council LCDA 	<ul style="list-style-type: none"> No case study models 	<ul style="list-style-type: none"> Rainier Valley CDF
Potential Benefits	<ul style="list-style-type: none"> Similar to existing program 	<ul style="list-style-type: none"> Facilitates district-wide planning and implementation by creating shared pool of parking 	<ul style="list-style-type: none"> Facilitates development by reducing initial costs 	<ul style="list-style-type: none"> Increases production of affordable and accessible units. 	<ul style="list-style-type: none"> Potential to shift market by creating regional models
Potential Questions	<ul style="list-style-type: none"> Is this just expansion of TLC program? 	<ul style="list-style-type: none"> How do you ensure projects meet goals? 	<ul style="list-style-type: none"> How best to establish strict criteria? 	<ul style="list-style-type: none"> Better to pursue statewide approach? 	<ul style="list-style-type: none"> Analysis and dealmaking are costly
Required Scale of Program	<ul style="list-style-type: none"> Moderate; up to \$3 million per grant 	<ul style="list-style-type: none"> Large; \$5 million per grant 	<ul style="list-style-type: none"> Varies 	<ul style="list-style-type: none"> Varies; depends on scale of impact 	<ul style="list-style-type: none"> Initially large, self-sustaining; \$5-10 million per loan