





# 06

## Summary of Potential Options/Sources of Implementation Funding



# SOURCES OF IMPLEMENTATION FUNDING

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## IMPROVEMENT CATEGORIES

The list of potential options matrix is organized into the following categories:

- Pedestrian Options
- Transit Options
- Roadway and Parking Options
- Bicycle Options

## YEARS TO COMPLETE (from City Selection of Option to Completion)

The list of potential options matrix follows the following timeframe categories:

- 0-5 Years
- 5-10 Years
- 10+ Years

Selection of any of the options is contingent on further study, funding opportunities and approval by the City and other responsible agencies.

## ORDER OF MAGNITUDE COST ESTIMATES

Cost estimates are provided as ranges based on average per-unit or lump sum costs experienced on similar projects. The cost estimates are intended to serve as a placeholder until each option can undergo more detailed planning and development.

The list of potential options matrix follows the following categories:

- \$ (Less than \$1M)
- \$\$ (\$1M - \$10M)
- \$\$\$ (\$10M - \$100M)
- \$\$\$\$ (Over \$100M)

## FUNDING SOURCES

### Highway Safety Improvement Information (HSIP)

The Highway Safety Improvement Program (HSIP) is a core federal-aid program that aims to reduce traffic fatalities and serious injuries on public roads. HSIP funds can be used for strategies such as bike lanes or sidewalks on local roadways, improvements to Class I multi-use paths, or for traffic calming measures. Applications that identify a history of incidents and can demonstrate safety improvements are most competitive for funding.

### California State Active Transportation Program (ATP)

The California Transportation Commission has developed program guidelines and project selection criteria for the statewide Active Transportation Program (ATP). The program combines funding from federal and state programs, including the Transportation Alternatives Program, the Safe Routes to School Program, the Bicycle Transportation Account, the Recreational Trails Program, and the Environmental Enhancement and Mitigation Program. The ATP provides funding for infrastructure improvements and non-infrastructure programs.

### Anaheim Tourism Improvement District (ATID)

On September 14, 2010, the Anaheim City Council established the Anaheim Tourism Improvement District (ATID) as a means of providing the necessary resources to enhance tourism activity and increase hotel room stays. The ATID establishes an assessment of 2% of the room rent for all hotel facilities located within the ATID boundaries (Anaheim Resort and the Platinum Triangle).

A total of 25 percent of the collected funds are placed in a separate transportation fund that is intended to be dedicated to transit or transportation improvements within the ATID boundary, including projects that assist with the movement of people in and around The Anaheim Resort and the Platinum Triangle.

### Development Agreements/Fees

The use of developer fees may be appropriate when there is a nexus between a development project and the proposed improvement.

### Community Development Block Grant Programs (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.

### **Federal Transit Administration (FTA) Small Starts and New Starts (Section 5309)**

FTA Small Starts and New Starts is a \$2.3 billion competitive federal grant program that funds light rail, heavy rail, commuter rail, streetcar, and bus rapid transit projects. Both grants fund substantial corridor-based investment in existing fixed guideway system. The project must be located in a corridor that is at or over capacity or will be in five years.

### **FTA Formula Funds (Section 5307)**

The Urbanized Area Formula Funding program (Section 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

### **State Transit Assistance (STA)**

STA funds are generated by the sales tax on gasoline and diesel fuel, and the amount of money available for transit agencies varies from year to year based on the ups and downs of gas prices. The State splits the STA program into population-based funds and revenue-based funds.

### **Better Utilizing Investments to Leverage Development (BUILD) Grants**

BUILD Grants provide a unique opportunity for the Department of Transportation (DOT) to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$7.9 billion to build and repair critical pieces of our freight and passenger transportation networks.

### **FTA Title 23 Flexible Funding**

Many Federal-aid Highway programs have specific eligible transit activities identified in legislation. In addition, funds from other programs that do not have specific transit eligibility may be transferred by states to other Federal-aid Highway programs that do have such eligibility. If funds are transferred from one Federal-aid Highway program to another, those funds then have the same eligibility as the program that they are transferred to.



### **Senate Bill 1 (SB-1)**

Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. This legislative package invests \$54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments. SB 1's investment in transportation is split equally between the state and cities and counties.

### **OCTA M2 - Regional Capacity Program**

Referred to as "M2", the OCTA Board recently adopted a Renewed Measure M Early Action Plan geared to advance projects included in the Plan and deliver them as quickly as possible to the public. M2 is expected to generate roughly \$12 billion over 30 years. These funds will be spent across all modes, with 75% going to freeways, streets and roads; and 25% going to transit.

### **Congestion Mitigation and Air Quality (CMAQ)**

The CMAQ program provides over \$8.1 billion dollars in funds to State DOTs, MPOs, and transit agencies to invest in projects that reduce emissions from transportation-related sources. Since 1991, the program has provided funding to over 16,000 projects.

### **OCTA Bicycle Corridor Improvement Program (BCIP)**

BCIP makes funding available to local Orange County agencies for bicycle and pedestrian projects that reduce traffic congestion and improve air quality. The goal of the BCIP is to increase the number of biking and walking trips.

### **Parking Fees**

Parking revenues may be used to implement specific improvements. Technological advances offer the opportunity to effectively manage and price parking based on demand.

**Other potential funding sources to be evaluated/identified pending the type of option/improvement proposed.**





THE ANAHEIM RESORT



RIGHT LANE  
MUST  
TURN RIGHT



# SUMMARY OF POTENTIAL OPTIONS

## PEDESTRIAN OPTIONS

Description	Location	Time	Cost
Crosswalk Enhancements	Ball Road and Cast Place	⌚	\$
Crosswalk Enhancements	Harbor Boulevard and East Shuttle Entrance	⌚	\$
Crosswalk Enhancements	Katella Avenue and Convention Center	⌚	\$
Crosswalk Enhancements	Walnut Street and Magic Way	⌚	\$
Sidewalk Gap Closures	East side of Hotel Way near the Anaheim Convention Center; Manchester Avenue adjacent to West Coast University	⌚	\$
Pedestrian Wayfinding	Resort area-wide	⌚	\$
Landscape Improvements	East side of Harbor Boulevard from Ball Road to East Shuttle Entrance; West side of Harbor Boulevard between Katella Avenue and Disney Way	⌚	\$\$
Potential Sidewalk Widening Segments	Harbor Boulevard from Manchester Avenue to East Shuttle Entrance	⌚	\$\$
Pedestrian Bridge	Harbor Boulevard and Katella Avenue	⌚⌚	\$\$\$
Pedestrian Bridge	Harbor Boulevard and Disney Way	⌚⌚	\$\$\$

## TRANSIT OPTIONS

Description	Location	Time	Cost
Frequent Visitor Transit Program	Resort area-wide	⌚	\$
Resort Circulator Hub at ARTIC	ARTIC	⌚⌚⌚	\$\$
East-West Transit Corridor	Between ARTIC and the Resort area	⌚⌚	\$\$ or \$\$\$

**KEY: Estimated Years to Complete  
(From City Approval of Option to Completion)**

- ⌚ = 1 - 5 Years
- ⌚⌚ = 5 - 10 Years
- ⌚⌚⌚ = 10+ Years

- Cost**
- \$ = Less than \$1M
  - \$\$ = \$1M - \$10M
  - \$\$\$ = \$10M - \$100M
  - \$\$\$\$ = Over \$100M

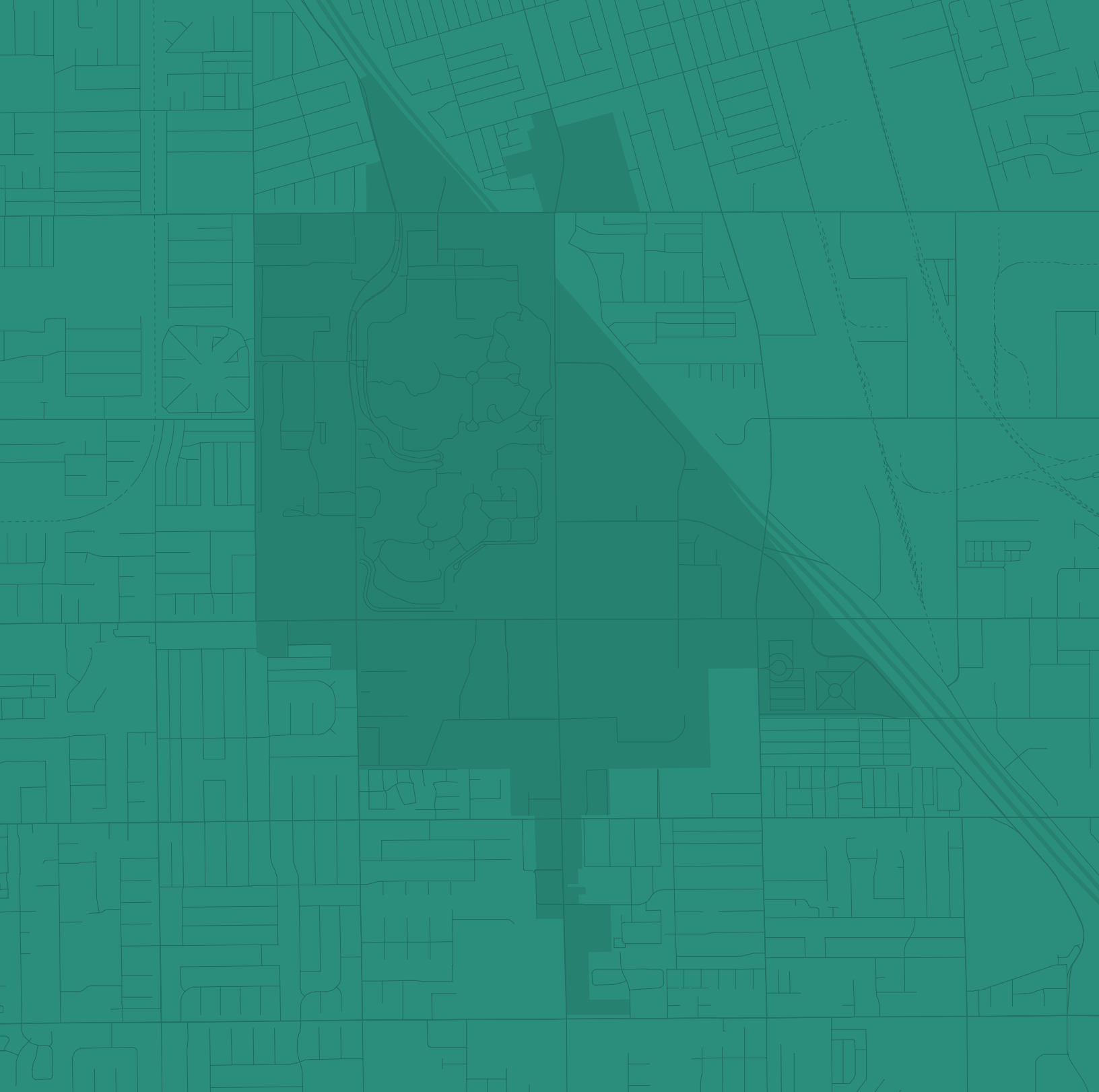
## ROADWAY & PARKING OPTIONS

Description	Location	Time	Cost
Curbspace Management	Resort area-wide	⌚	\$
Speed Reduction Strategies	Resort area-wide	⌚	\$
More Direct Access	Regular access to Toy Story Lot from Haster Street	⌚	\$
Parking Management	Resort area-wide	⌚⌚	\$\$
Disney Way Reconfiguration	Disney Way	⌚⌚ or ⌚⌚⌚	\$\$
Freeway Access Improvements	01. Disneyland Drive to I-5 02. I-5 NB HOV Access	⌚⌚ or ⌚⌚⌚	\$\$\$

## BICYCLE OPTIONS

Description	Location	Time	Cost
Bike Parking (Bike Hubs)	Walnut Street and Magic Way; Katella Avenue and Convention Center; Harbor Boulevard and Disney Way	⌚⌚	\$
Shared Use Paths	Resort area to Santa Ana River Path	⌚⌚	\$
Shared Use Paths	Resort area to West Anaheim Path	⌚⌚	\$\$
Other Resort Area Bikeways	Walnut Street, Haster Street/Anaheim Boulevard, West Street, and Katella Avenue	⌚⌚	\$\$
Bike Lanes	Ball Road from Disneyland Drive to Lemon Street	⌚⌚	\$\$\$





Submitted to



Prepared by

FEHR & PEERS

