

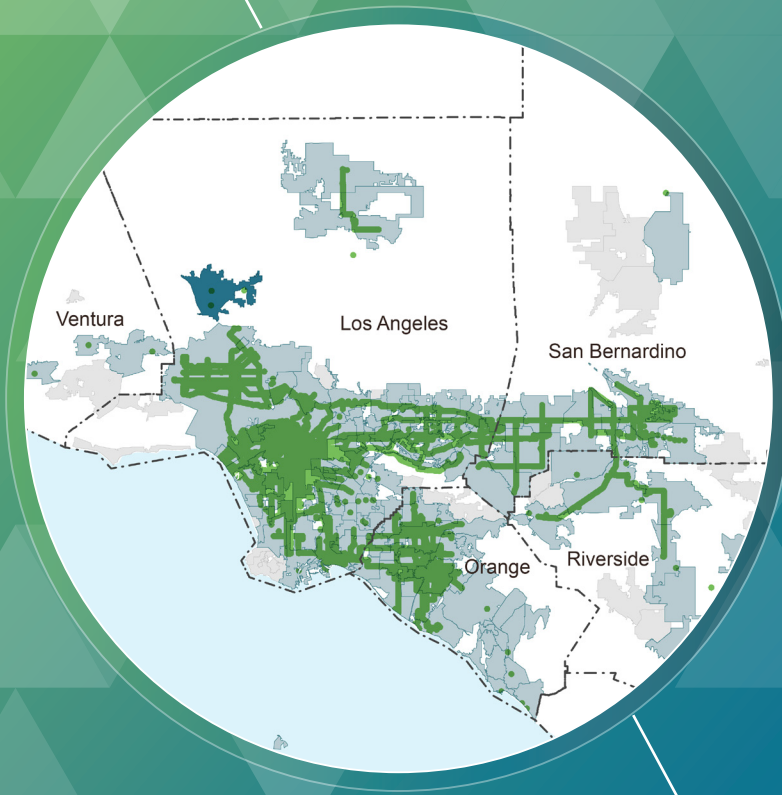
Part 6

Implementation Plan

Policies, programs, initiatives, and partnerships will be key to the success of the plan. A customized financial strategy is included that targets funding streams to specific priority projects outlined in the Vision Plan. In addition, the Vision Plan's full buildout is c

Phasing and Financial Strategy

Metrics



Overview

Phasing and Financial Strategy

Priority projects have been organized by Major Development Area (MDA). Projects that fall within multiple MDAs are summarized following the MDA profiles.

Phasing Strategy

The Implementation Plan generally identifies the order by which priority projects, grouped by MDA, can be approached between 2018 and 2048.

Cost Estimates

All order of magnitude cost estimates are conceptual and assume no modifications to utilities or escalation beyond 2018. Costs of Amenity Zones and other private property improvements have not been estimated.

Major street reconstruction cost estimates used an average per-mile cost of similar precedents. Other cost estimates used average unit costs for project elements in similar precedent projects.

Metrics

The Implementation Plan uses the SCAG 2016 RTP/SCS to establish baseline conditions and evaluates the impact of the Pilot Project Buildout through a series of metrics.

PHASING AND FINANCIAL STRATEGY

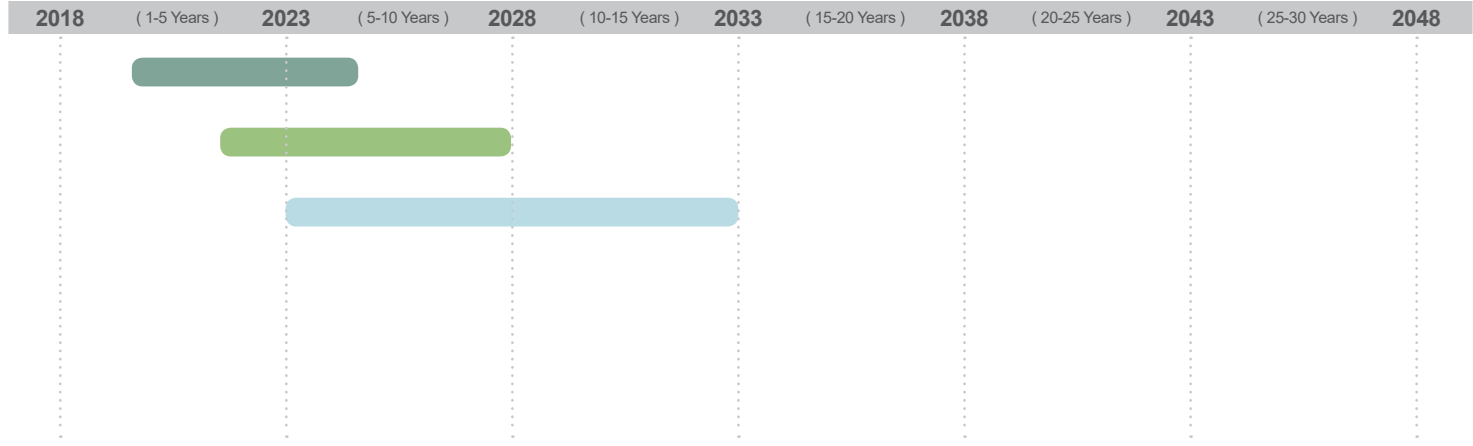


Prioritization of Major Development Areas and Associated Priority Projects

PHASING AND FINANCIAL STRATEGY

Major Development Areas

- MD 1** Saugus Residential
- MD 2** Saugus Mixed-use
- MD 3** Transit Core



Priority Santa Clarita Funding Sources

Based on the list of priority projects identified in the Vision Plan, this section identifies priority funding sources and value capture mechanisms, customized for Santa Clarita's HQTAs.

The priority funding list is drawn from a larger master list of funding sources, which is included in the HQTA toolkit. The master list contains additional information about each of the sources, including an overview of the funding source, eligibility criteria, description of the application process, and key considerations.

For the Vision Plan and its implementation strategy, the priority funding sources list, shown below, has been crafted to prioritize the resources that would be most applicable to projects identified within the Vision Plan based on ease of access to the funding resources, level of potential competition for the resources, and restrictive covenants associated with the resources.

Major Development Projects Funding Sources

- ER** Joint Development
- ER** Public-Private Partnerships (P3)
- ER** CDBG – Community Development
- AF** Low-Income Housing Tax Credits
- AF** Affordable Housing and Sustainable Communities (AHSC)

Bicycle and Pedestrian Funding Sources

- BP** Active Transportation Program (ATP)
- BP** Local Returns Program (LA County)
- BP** Measure M ATP
- BP** Transportation Development Act (Article 3)
- BP** Surface Transportation Block Grant
- BP** Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Urban Greening & Environmental Funding Sources

- UG** Urban and Community Forestry Program
- UG** Urban Greening Grant Program
- UG** Infill Infrastructure Grant Program (IIG)

Parking and Transit Funding Sources

- PT** Prop C – Transit Centers, Park-n-Ride
- PT** SB-325 – Transit Assistance
- PT** Transit and Intercity Rail Capital Program
- PT** Infrastructure State Revolving Fund
- PT** Transportation Infrastructure Finance and Innovation Act

PHASING AND FINANCIAL STRATEGY

Funding sources have also been presented by implementation phase. It may be helpful to strategically pursue funding for multiple projects at once by implementation phase. There are also a number of value capture sources that could be used on a district-wide basis to support multiple projects within each phase or across implementation phases.

It should be noted that the funding sources presented here represent those resources the City could potentially utilize to support implementation at this time. However, the City should carefully consider its ability to mobilize these funds based on its existing capital plans, citywide budget, and other existing funding commitments. Additional funding sources will be available in the future and should be added to the list by SCAG and the City.

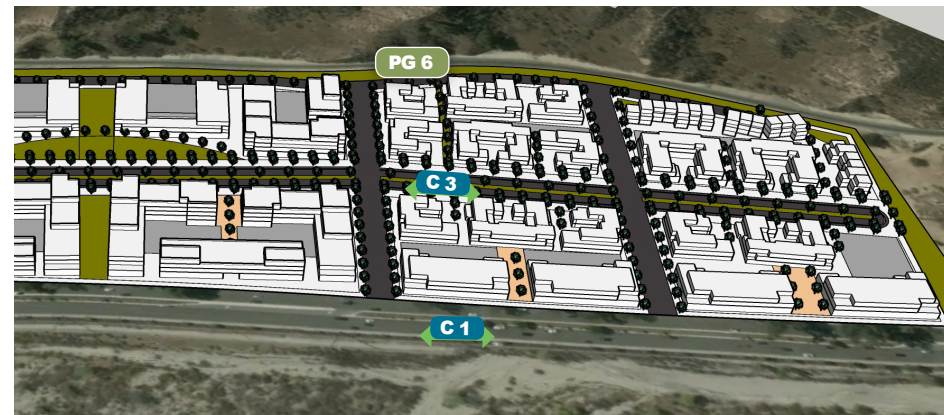
District-wide Value Capture Mechanisms

- VC** TIF/ EIFD
- VC** Parking Fees/ Congestion Pricing
- VC** Community Facilities/ Special Assessment District
- VC** Community Revitalization and Investment Authorities
- VC** Developer Impact Fee
- VC** Bond/Debt Financing

MD 1 Saugus Residential MDA Priority Projects

The Saugus Residential MDA will be a lower density community on the west end of the Pilot Project Area. The area will have public paseos and small parks to provide residents with quality open space.

PHASING AND FINANCIAL STRATEGY



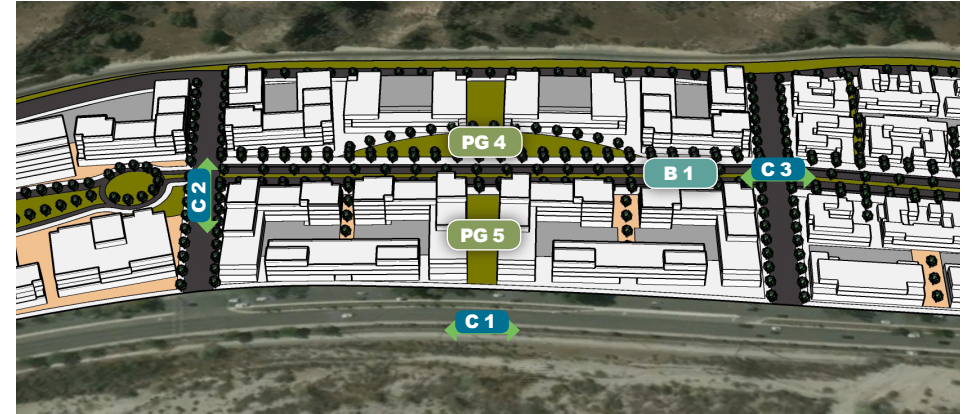
Priority Projects within MD 1	General Timeline	Stakeholders	Cost Estimate*	Cost Estimate Assumptions	Potential Funding Sources
<p>PG 6 Railway Green A linear park with the railroad tracks as its backdrop, the Railway Green stretches across the southern edge of the site connecting the Metrolink Station area to the residential western portion.</p>	<p>Start: 2020 → End: 2025</p>	<ul style="list-style-type: none"> City of Santa Clarita 	<p>Further study required to estimate cost.</p>	<p>N/A</p>	<ul style="list-style-type: none"> UG Urban and Community Forestry Program UG Urban Greening Grant Program UG Infill Infrastructure Grant Program (IIG)
<p>Other Associated Projects (see page 68 for more detail)</p> <ul style="list-style-type: none"> C 1 Soledad Canyon Road Corridor Improvements C 3 Center Boulevard Corridor Improvements 					

* All rough order of magnitude cost estimates are conceptual and assume no modifications to utilities or cost escalation beyond 2018. The cost of Amenity Zones and other private property improvements have not been included.

MD 2 Saugus Mixed-use MDA Priority Projects

PHASING AND FINANCIAL STRATEGY

Adjacent to the Metrolink Station and proposed Transit Core is the Saugus Mixed-use Major Development Area. Seen as a transition between the high-density Transit Core and the lower-density Saugus Residential, commercial office, civic, and medium-density residential make up this area



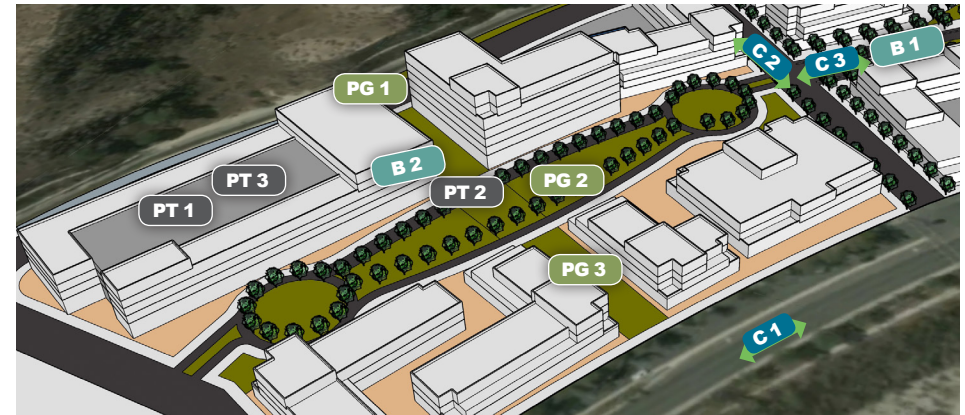
Priority Projects within MD 2	General Timeline	Stakeholders	Cost Estimate*	Cost Estimate Assumptions	Potential Funding Sources
<p>PG 4 Speedway Plaza Park A public park bridging modeled after the historic Saugus Speedway to offer an opportunity for a vibrant mixed-use environment for gathering, dining and recreation.</p>	<p>Start: 2022 → End: 2027</p>	<ul style="list-style-type: none"> City of Santa Clarita Private Developers 	<p>More detailed design documentation is required to provide accurate cost estimates</p>	N/A	<ul style="list-style-type: none"> UG Urban and Community Forestry Program UG Urban Greening Grant Program VC Developer Impact Fee
<p>PG 5 Speedway Promenade The Speedway Promenade bisects the Saugus Mixed-use MDA and complements the Speedway Plaza Park by providing a direct pedestrian connection from Soledad Canyon Road. The promenade offers a prominent view corridor to Soledad Canyon on the south and the Santa Clara River to the north.</p>	<p>Start: 2022 → End: 2027</p>	<ul style="list-style-type: none"> City of Santa Clarita Private Developers 	<p>More detailed design documentation is required to provide accurate cost estimates</p>	N/A	<ul style="list-style-type: none"> BP Active Transportation Program (ATP) BP Surface Transportation Block Grant PT Infrastructure State Revolving Fund VC TIF/ EIFD
Other Associated Projects (see page 68 for more detail)					
<ul style="list-style-type: none"> C 1 Soledad Canyon Road Corridor Improvements C 2 Commuter Way Corridor Improvements C 3 Center Boulevard Corridor Improvements B 1 Center Boulevard Multi-use Path 					

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MD 3 Transit Core MDA Priority Projects

PHASING AND FINANCIAL STRATEGY

The first phase of the proposed vision will take place in the Transit Core Major Development Area which is a mixed-use pedestrian-friendly environment with transit-supportive uses such as commercial office and retail, residential and hospitality.



Priority Projects within MD 3	General Timeline	Stakeholders	Cost Estimate*	Cost Estimate Assumptions	Potential Funding Sources
PG 1 Transit Plaza: Transit-supportive amenities such as bike racks, a bike hub, fix-it stations, small retailers, and passive recreation space will be at the center of the Transit Plaza.	Start 2023 → End 2033	• City of Santa Clarita • Private Developers	<i>More detailed design documentation is required to provide accurate cost estimates</i>	N/A	BP Measure MATP BP Transportation Development Act (Article 3) PT Prop C – Transit Centers, Park-n-Ride PT SB-325 – Transit Assistance PT Transit and Intercity Rail Capital Program
PG 2 Center Boulevard Rambla: Center Boulevard will have a rambla with park amenities and retail kiosks.	Start 2023 → End 2033	• City of Santa Clarita • Private Developers			PT Infrastructure State Revolving Fund
PG 3 Transit Promenade: A pedestrian promenade connects Soledad Canyon Road with the Metrolink Station.	Start 2023 → End 2033	• City of Santa Clarita • Private Developers			PT Transportation Infrastructure Finance and Innovation Act
B 2 Bike Hub: Bike facilities will be incorporated into structures adjacent to the Metrolink station.	Start 2023 → End 2033	• City of Santa Clarita • Private Developers	\$13.10M - \$19.65M	Precedent: Bikestation in Washington D.C.(2010)	VC TIF/ EIFD VC Parking Fees/ Congestion Pricing
PT 1 & PT 3 Shared Public Parking Structures & EV Charging Stations: Two new shared public structures near the Metrolink Station with electric vehicle charging stations.	Start 2023 → End 2033	• City of Santa Clarita • Private Developers	\$26.79M - \$35.72M	893 stalls in 2 structures at \$30,000 - \$40,000 per stall. Cost does not include charging stations.	
PT 2 Pick-up / Drop-off Zone: Center Boulevard will have a pick-up and drop-off zone for Metrolink riders.	Start 2023 → End 2033	• City of Santa Clarita • Private Developers	<i>More detailed design documentation is required to provide accurate cost estimates</i>	N/A	

Other Associated Projects (see page 68 for more detail)

C 1 Soledad Canyon Road Corridor Improvements, **C 2** Commuter Way Corridor Improvements, **C 3** Center Boulevard Corridor Improvements, **B 1** Center Boulevard Multi-use Path

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Priority Projects in Multiple Major Development Areas

PHASING AND FINANCIAL STRATEGY

Priority Projects	General Timeline	Stakeholders	Cost Estimate*	Cost Estimate Assumptions	Potential Funding Sources
C 1 Soledad Canyon Road Corridor Improvements Monument Wayfinding Signage, Pedestrian Push Button, Signalized Intersection, Pedestrian Refuge, Greenway / Street Trees / Bioswale	Start 2020 → End 2025	<ul style="list-style-type: none"> City of Santa Clarita 	\$3.03M - \$5.95M	Minor interventions along length of Soledad Canyon Road adjacent to Pilot Project Area	<ul style="list-style-type: none"> BP Active Transportation Program (ATP) BP Local Returns Program (LA County)
C 2 Commuter Way Corridor Improvements Lane Width Reduction, Bicycle Lanes, Curb Extensions, Greenway / Street Trees / Bioswale, Enhanced Bus Shelters	Start 2020 → End 2025	<ul style="list-style-type: none"> City of Santa Clarita 	\$530,000 - \$831,000	Moderate interventions along entire length of Commuter Way	<ul style="list-style-type: none"> BP Measure M ATP BP Transportation Development Act (Article 3)
C 3 Center Boulevard Corridor Improvements Signalized Intersection, Bicycle Lanes, Curb Extensions, Greenway / Street Trees	Start 2022 → End 2027	<ul style="list-style-type: none"> City of Santa Clarita Private Developers 	\$6.10M - \$8.32M	Construction of a new street approximately 0.55 miles long	<ul style="list-style-type: none"> BP Surface Transportation Block Grant BP Congestion Mitigation and Air Quality Improvement Program (CMAQ)
B 1 Center Boulevard Multi-use Path Bicycle lanes, pedestrian lighting, landscaping, and seating on either side of Center Boulevard	Start 2022 → End 2027	<ul style="list-style-type: none"> City of Santa Clarita Private Developers 	<i>Cost of project included in cost estimation for Project C 3</i>		<ul style="list-style-type: none"> PT Infrastructure State Revolving Fund PT Transportation Infrastructure Finance and Innovation Act VC TIF/ EIFD VC Parking Fees/ Congestion Pricing

* All rough order of magnitude cost estimates are conceptual and assume no modifications to utilities or cost escalation beyond 2018. The cost of Amenity Zones and other private property improvements have not been included.

Metrics Overview

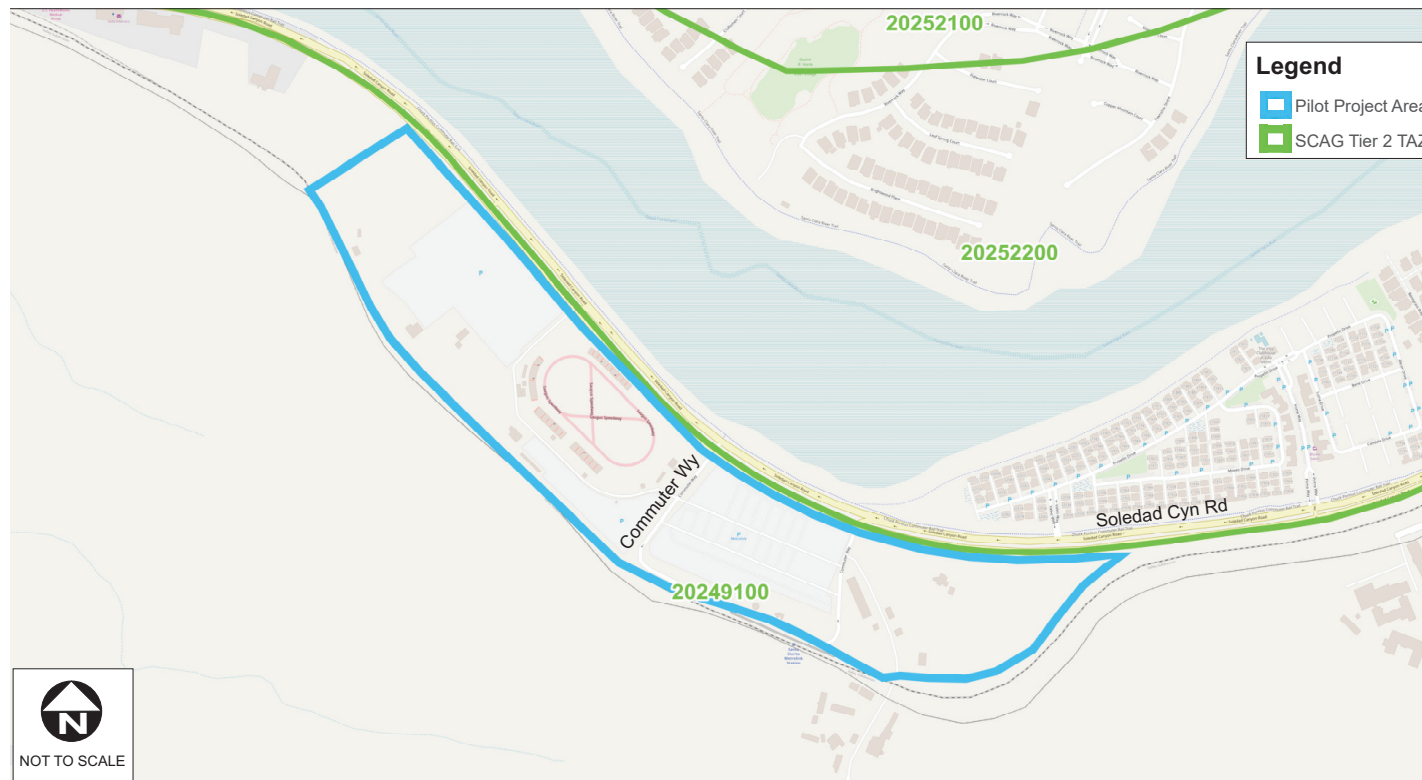
METRICS

The Santa Clarita HQTAPilot Project Vision Plan is made up of two districts: Saugus Mixed-use District and Transit Core District. The districts consist of or overlap with one SCAG Model TAZ's (Tier 2 level).

The current 2040 SCAG Model scenario Socio-economic data (SED) is considered as the “No Build” (i.e., business as usual) condition for the purposes of evaluating the effectiveness of the HQTAPilot Project Vision Plan on transportation metrics. The HQTAPilot Project Vision Plan land use was converted to SED (households, population, employment) for use in the model, using industry standard factors. Residential dwelling units were used to calculate the estimated population, and office and retail square footage was used to calculate employment. The Vision Plan SED was then proportionally added to the appropriate TAZ's based on the district, thus creating a 2040 With Vision Plan scenario, considered the “Build” scenario.

The following pages compare the No Build scenario to the HQTAPilot Project Vision Plan using the following metrics: vehicular delay (in hours), transit mode share (in % of total travel trips), public transit usage, vehicular miles traveled (VMT), and vehicular hours traveled (VHT).

SCAG 2016 Tier 2 TAZ Boundaries



Source: Iteris, SCAG 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS)

Vision Plan Outcomes

As described, with the increased density resulting from buildout of the Vision Plans in the Santa Clarita HQTAPilot Project Area, several long-range transportation benefits enumerated in the 2016 RTP/SCS have the potential to be achieved.

A comparison of the 2040 “Build” versus “No Build” model results show the following anticipated projections for the HQTAPilot Project with full buildout of the Vision Plan:



in non-freeway vehicular delay
(per capita)



in transit mode share
(as a percentage of total travel trips)







in vehicular miles traveled (VMT)
(per capita)



in vehicular hours traveled (VHT)
(per capita)

SCAG Model Output Data

Socio Economic Data (input)

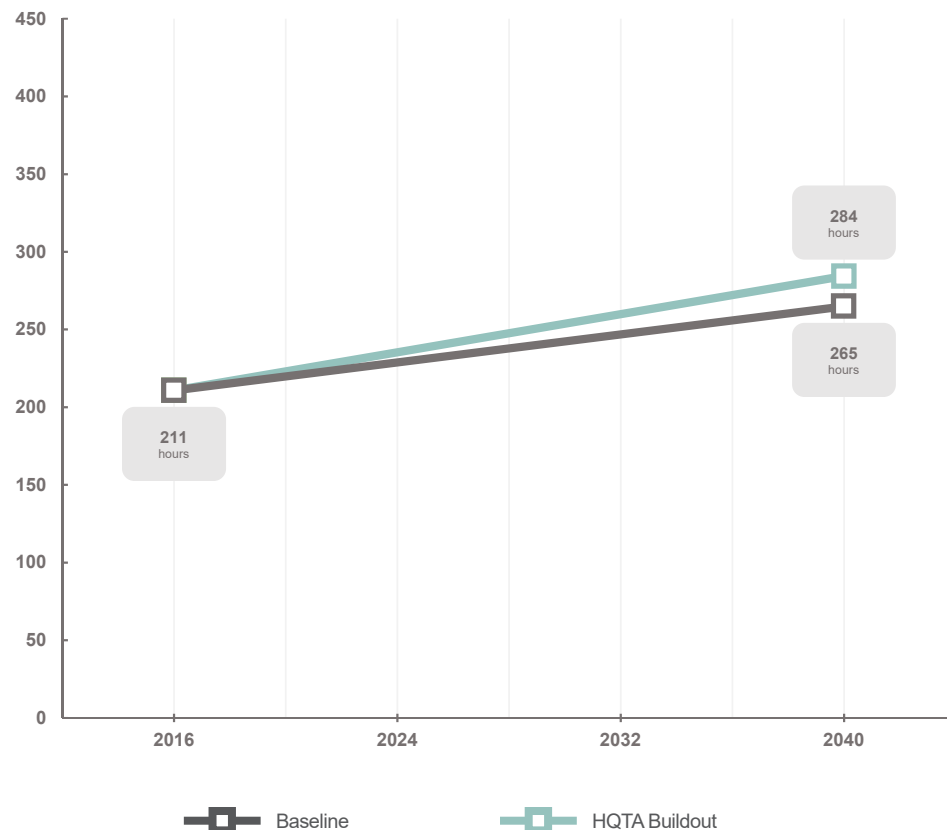
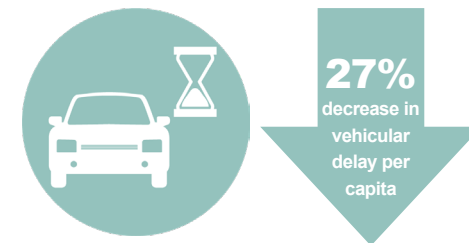
	 Households	 Population	 Retail Employment	 Non-Retail Employment
2016	377	1,148	1,610	11,584
2040 (No Build)	1,097	3,081	1,111	11,746
2040 (Vision Plan)	1,607	4,509	2,124	13,844

Additional Factors which may Affect Outcomes

The estimates provided in the Implementation Plan are estimates, and actual numbers may increase or decrease due to a variety of factors. Additional investments in transit infrastructure, for instance, may increase public transit usage and decrease vehicular miles traveled.

Non-freeway Vehicular Delay

Non-freeway vehicular delay is measured in total hours, limited to the Pilot Project Area. The Santa Clarita Pilot Project Area can potentially achieve a 7% increase in non-freeway vehicular delay in hours total, but a 27% decrease in non-freeway vehicular delay per capita by the year 2040 compared to baseline delay projections.

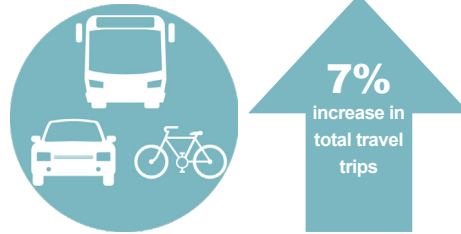


METRICS

SCAG Model Output Data

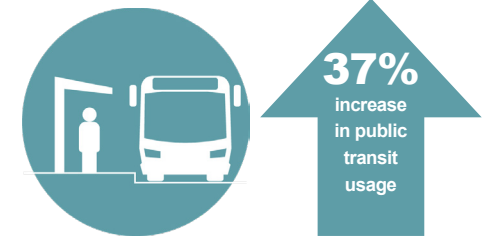
Transit Mode Share

Transit usage estimates are limited to the Pilot Project Area boundary. The Santa Clarita Pilot Project Area can potentially achieve a 7% increase in the proportion of travel trips by public transit to other modes by the year 2040 compared to baseline transit usage projections.

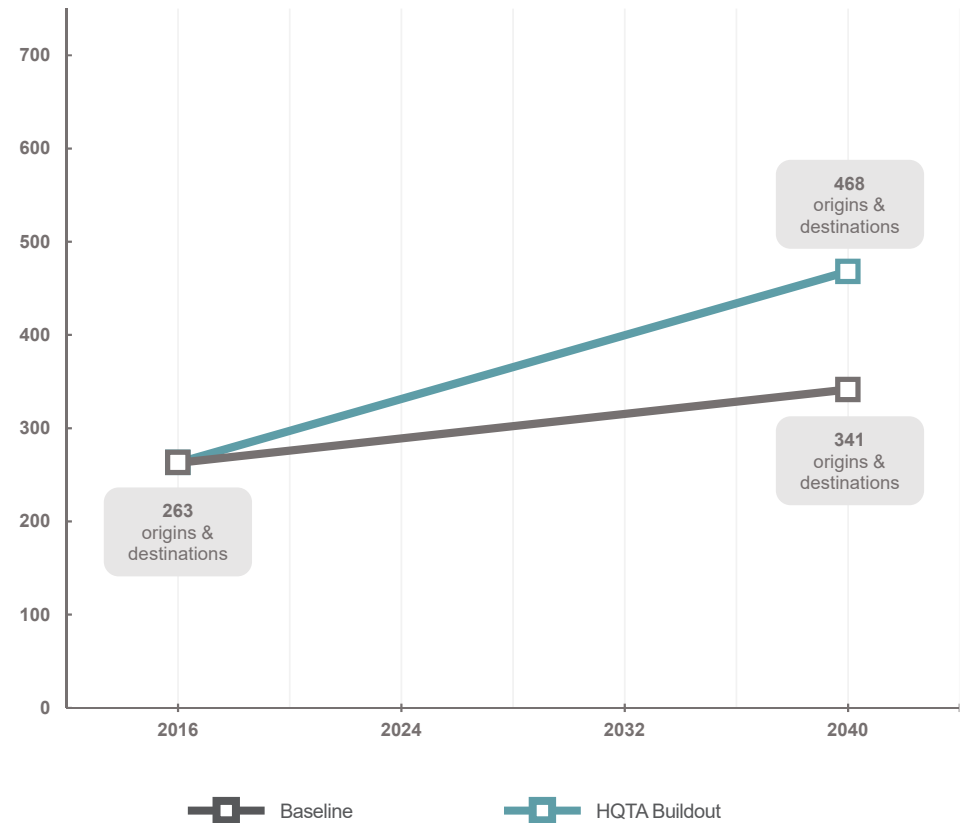
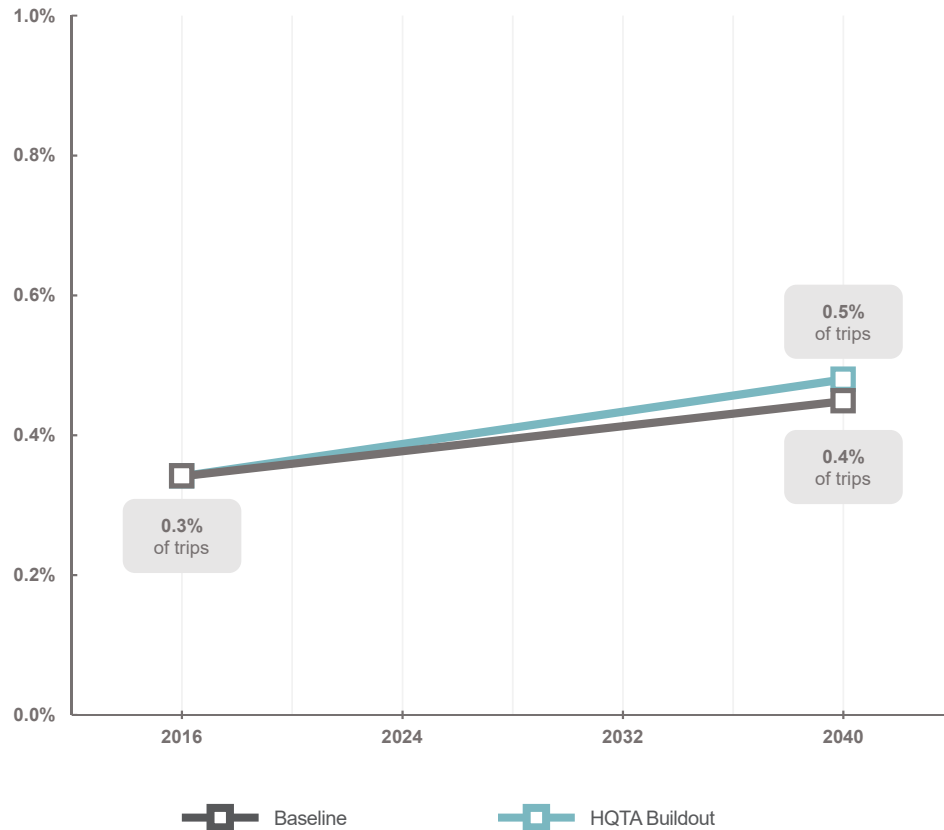


Public Transit Usage

Transit usage estimates are limited to the Pilot Project Area boundary. The Santa Clarita Pilot Project Area can potentially achieve a 47% increase in public transit origins and destinations by the year 2040 compared to baseline transit usage projections.



METRICS

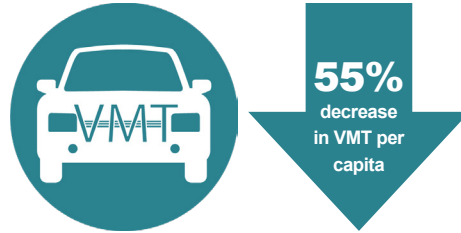


SCAG Model Output Data

METRICS

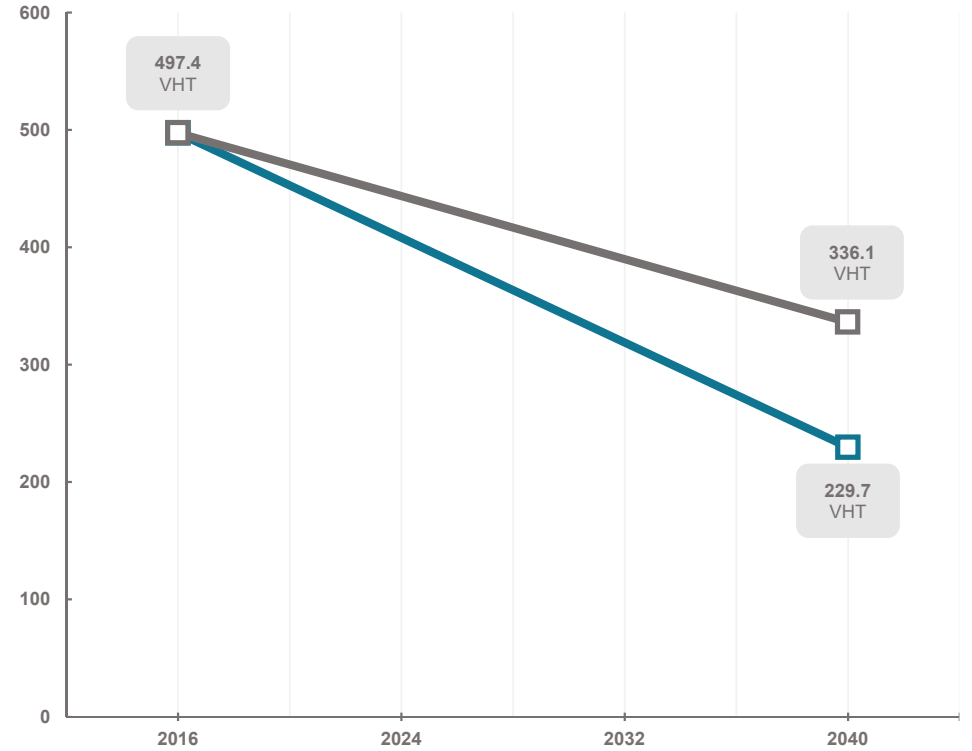
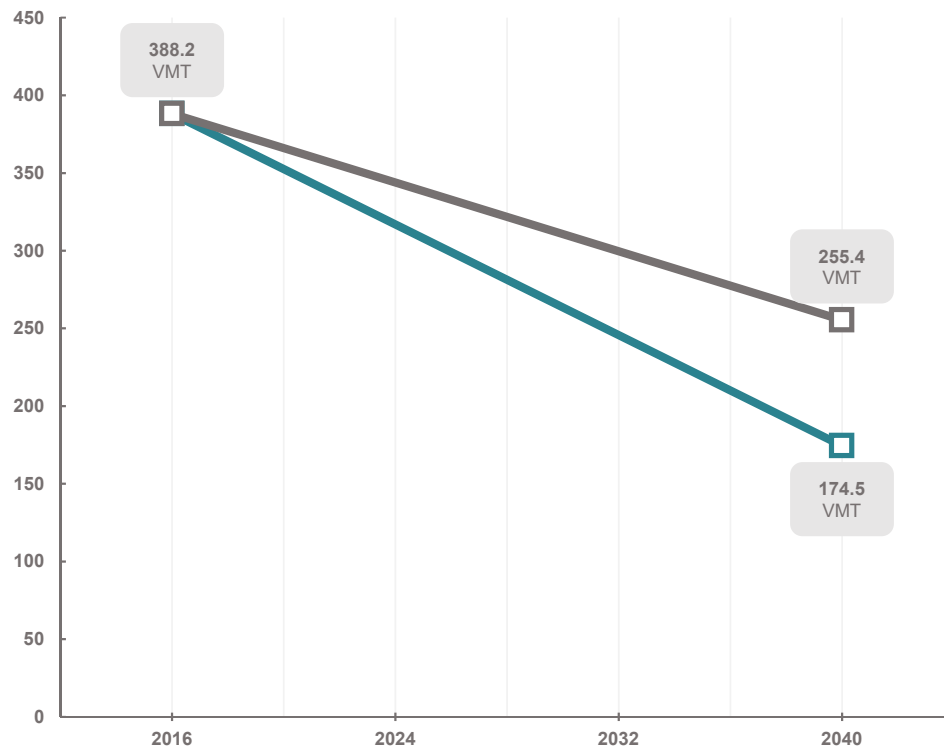
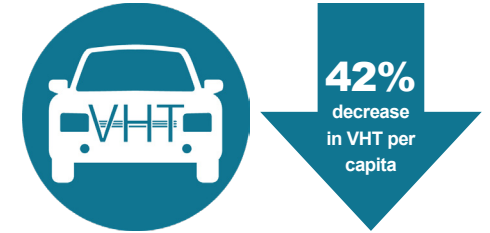
Vehicular Miles Traveled (VMT)

VMT is measured in miles per capita. The Santa Clarita Pilot Project Area can potentially achieve a 55% decrease in vehicle miles traveled per capita by the year 2040 compared to baseline VMT projections.



Vehicular Hours Traveled (VHT)

VHT is measured in miles per capita. The Santa Clarita Pilot Project Area can potentially achieve a 42% decrease in vehicle hours traveled per capita by the year 2040 compared to baseline VHT projections.



Baseline

HQTA Buildout

Baseline

HQTA Buildout