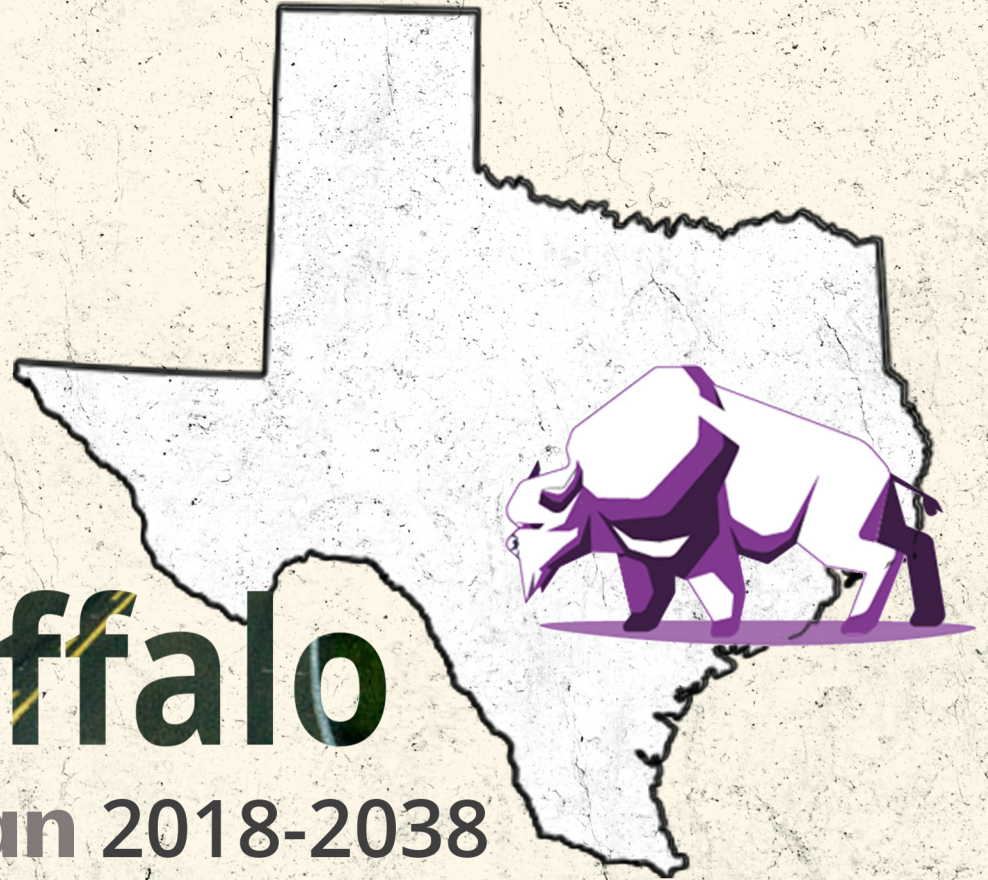


# City of Buffalo

Comprehensive Plan 2018-2038



## FOREWORD

### Planning Process

City of Buffalo Comprehensive Plan 2038 provides a guide for the future growth of the city. This document was developed by Texas Target Communities in partnership with the City of Buffalo.

### Agreement between City and TTC

In the fall of 2017, the City of Buffalo and Texas Target Communities collaborated to create a City Advisory Committee to represent the community. The committee was integral to the planning process, contributing the thoughts, desires, and opinions of community members—as well as their enthusiasm about city's future. The result of this partnership is the City of Buffalo Comprehensive Plan, which is the policy guide for the community's growth over the next twenty years.

### Background of TTC

The Texas Target Communities program was initiated in 1993 by the Department of Landscape Architecture and Urban Planning at Texas A&M University. This program selects small communities from the state of Texas and provides residents with valuable assistance in planning. At the same time it serves as a "real world" learning laboratory for graduate students. Students gain valuable planning experience while the targeted community receives assistance that can make a positive difference in the quality of urban life for its residents. Communities are chosen for participation in the program based on demonstrated need and their commitment to the planning process.

### Why Plan

Comprehensive plans are "the central organizing umbrella under which other plans, regulations, and initiatives exist." They typically have long-range planning horizons between 20 and 30 years. These public documents, along with relevant zoning maps, can be used to guide, support, and justify city land use and decision-making in the future. A comprehensive plan should include the overall vision for the community, as well as a plan for the physical growth,

development, and preservation of the land. Furthermore, an inclusive comprehensive plan should envision future growth in the various fields of transportation, community facilities and infrastructure, economy, parks and open spaces, natural and cultural resources, and housing.

### How to Use It

City of Buffalo Comprehensive Plan 2018- 2038 is a fully-developed planning document that can provide guidance for a variety of urban development activities. As such, it may be used to:

- Communicate the overreaching vision;
- Guide development approvals by representatives such as elected officials;
- Serve as a basis for regulations such as subdivision regulations, building codes, etc.;
- Inform and support capital improvement plans.

### The Development and Structure of the Plan

The guiding principles for this planning process were community's vision statement and its corresponding goals, which were crafted by the City Advisory Committee. The goals focus on factors of growth and development including: public participation, development considerations, transportation, economic development, housing and community facilities.

Next, two Alternative Scenarios were developed as possible strategies the City could adopt to meet its goals. The committee expressed strong support for some of the key characteristics from two scenarios, which were then combined to form the Future Land Use Map. The Future Land Use Map is promoted and protected in this plan, but this does not limit the range of options that developers have—the Future Land Use Map actually increases development opportunities and indicates preferred or the suitable land use for the City.

After Chapter 1 presents the background and history of Buffalo and its residents and Chapter 2 tells the story of its vision, Chapters 3 through 7 of this document outline the goals and objectives, Each chapter explores the issues and opportunities of each plan component that will serve as the building blocks for it to be implemented. All the issues and threats are addressed with recommendations and proposed solutions, which are supported with maps and other analytical tools. Finally, in Chapter 8, the action steps, timeline of actions and action leaders can be found, along with the funding sources for implementing the recommendations of this plan.

## PLANNING TEAM

Special thanks to the following City Advisory Committee and Buffalo team, for investing their time and effort to work on this project:

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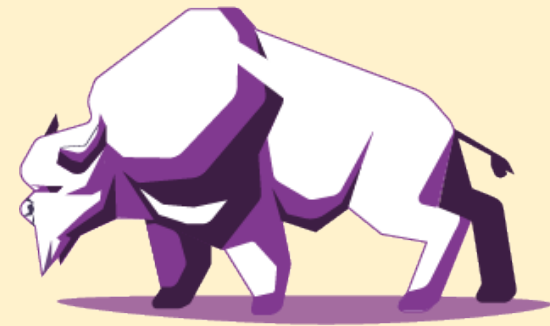
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CHAPTER 1

INTRODUCTION

The City of Buffalo, Texas is a small rural town, located in East Central Texas. The City lies within Leon County just north of Harris County and east of Limestone County. The City sits off two of the most traveled highways in Texas - Interstate 45 and Highway 79. Providing a small-town atmosphere for residents and tourists alike, the City is centrally located in proximity to the largest cities in the state of Texas, Dallas (108.7 miles) and Houston (132.7 miles). The steadily growing city has a population of 1,856 residents.<sup>1</sup>

The Texas Education Agency has recognized the public education system in Buffalo with an exemplary rating for providing quality education to youth. Buffalo's Chamber of Commerce and Economic Development Center is active in serving the community to

provide opportunities for growth and investment in the economy.

*"A small-town with lots of opportunities."*

*"It feels good to live in a place where people are close"*

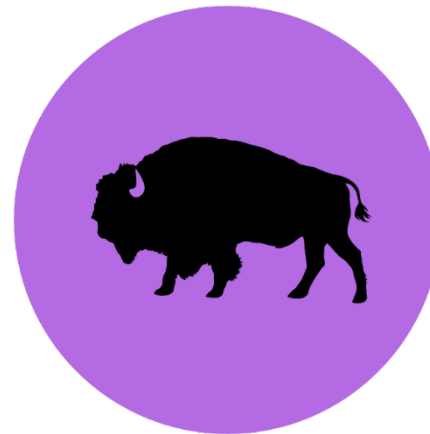


Figure 1.1. Sign Board welcoming to Buffalo  
(Source: Buffalo City website)

*"Heart of the cattle country"*

<sup>1</sup> U.S. Census Bureau, 2010.

## History

Archaeological findings indicate that the area around Buffalo may have been occupied by Native Americans as early as 4000 B.C.E. Earliest available records of Leon County come from Spanish explorers and describe an agricultural community of native people who spoke a Caddoan language. These tribes were devastated by smallpox in the late 1700s, and other tribes absorbed them. Mexican land grants drew American settlers into Leon County in the early 1830s, but permanent communities were not established.

After the Texas revolution, the American settlers returned, and in 1846 Leon County was officially formed from Robertson County by the first Texas legislature.<sup>2</sup> The construction of the International-Great Northern railroad finished in late spring of 1872 a few miles away from Buffalo and linked Leon

County to the railroad network. In the 1870's Buffalo's first permanent residences and post office were built. The population of the Leon County nearly tripled between 1870 and 1900, much of the growth occurred in new railroad towns. Buffalo was included in this rapid growth; records indicate an increase from 200 to 500 people between 1890 and 1892 alone.

During the 1890s the town had a general store, saloons, cotton gins, a milliner, schoolhouse, druggists, a constable, a notary, house the county commissioner as well as Baptist, the Methodist, and Presbyterians churches. The town was first incorporated in 1913 but shortly became dis-incorporated in 1917. The town has been reincorporated since then and has consistently remained between 4 and 4.5mi in the area since 1913. Buffalo's school district first consolidated concord common school district in 1927 and had

consolidated seven more school districts since.

Throughout the 20<sup>th</sup> Century cow and calf production also increased in Leon County, presently much of this business comes through Buffalo Livestock Marketing Inc. In 2013 the Leon County Expo opened nearby, outside the city limits, adding a new slate of events and visitors to the area.



Figure 1.2. Buffalo water tower  
(Photo credit: Barclay Gibson)

<sup>2</sup>*Handbook of Texas Online*, James L. Hailey and Christopher Long, "Leon County," accessed August 01, 2017.



## Population Characteristics

### Population Density

Population density in Buffalo is currently 502 people per square mile. The population density is higher than both the county and the state, where Leon County has a density of 413.2 and the State of Texas has a density of 96.3 people per square mile.

### Population Growth

The population growth rate for Buffalo is at 2.88%, according to the Census data from 2000 and 2010. Table 1.1 compares growth rates determined for Leon County and Texas. The county is experiencing a 9.56% growth rate and a 20.59% growth rate for the state.

## Population Projections

Population projections reveal that Buffalo will continue to increase in the future. The surrounding area, including the nearby city of Jewett within the county, is experiencing growth at a slightly higher rate despite their lower population when projected to the year 2070 as shown in Table 1.2. Centerville, the county seat in Leon County, has been experiencing a faster growth rate in comparison to Buffalo City. Buffalo will experience a growth rate of 15.65% from 2010 to 2070<sup>3</sup>.

Figure 1.3, displays data for the population past and future projected growth, according to the Texas Water Development Board.

Over the course of 70 years starting in the year 2000, it is estimated that 332 additional residents will be added to the population. Growth in Buffalo may be attributed to many factors, one of which can be domestic migration from other counties.

Table 1.1. City of Buffalo Growth Rate

<i>Population Growth Rate</i>			
	<b>2000</b>	<b>2010</b>	
<b>Buffalo</b>	1,804	1,856	2.88%
<b>Leon County</b>	15,335	16,801	9.56%
<b>Texas</b>	20,851,820	25,145,561	20.59%

<sup>3</sup> Texas Water Development Board

Table 1.2. Population Projection from 2010 to 2070 (Texas Water Development Board)

	Centerville	Jewett	Buffalo	Leon County	Texas
<b>2010</b>	889	1,167	1,847	16,801	2,5145,561
<b>2020</b>	967	1,462	1,907	18,211	29,510,184
<b>2030</b>	1,038	1,739	1,954	19,536	33,628,653
<b>2040</b>	1,094	1,962	1,992	20,603	33,628,653
<b>2050</b>	1,172	2,269	2,045	22,071	37,736,338
<b>2060</b>	1,240	2,534	2,091	23,340	41,928,264
<b>2070</b>	1,306	2,794	2,136	24,582	51,040,173
<b>2010-2070</b>	46.91%	139.42%	15.65%	46.31%	102.98%

City of Buffalo Population Projection

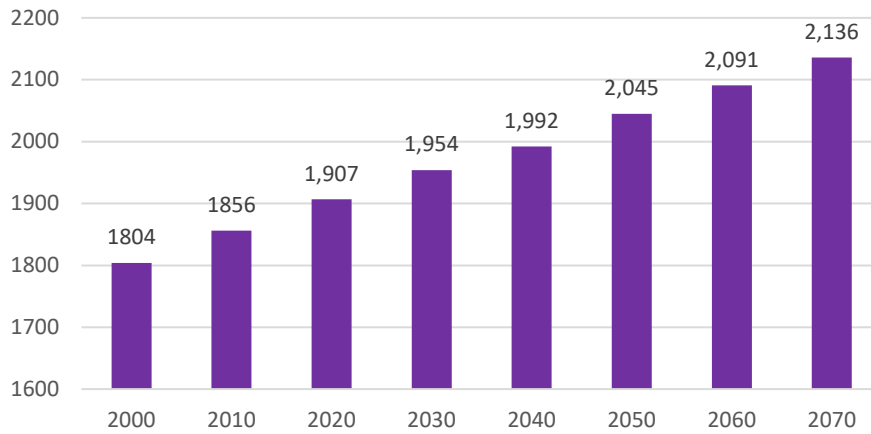


Figure 1.3. City of Buffalo Population Projection from 2010 to 2070 (Texas Water Development Board)

## Population by Age

The population of Buffalo has a high percentage of persons under the age of 19 when compared to the county and the state. Alternatively, the City of Buffalo has a lower number of people in the age group of 18-24 (3.90%) (Figure 1.4).<sup>4</sup> The city can develop opportunities to attract young adults in this age range.

According to Esri Business Analysis future growth projected for certain age groups in Buffalo are estimated to vary over time. Figure 1.3 depicts past and future growth trends and shows from 2010 to 2017 an increase in older age groups of 45 to 64 and 65 years and over. While younger age groups for 18 years and under and 19 to 24 show a slight decrease since then.

Future projections show similar trends in the age groups of 18 years and under, and 65 and older to continue to increase by the year 2022 slightly. On the other hand, the age groups of 19 to 24, 25 to 44, and 45 to 64 years are estimated to decrease by 2022 slightly.

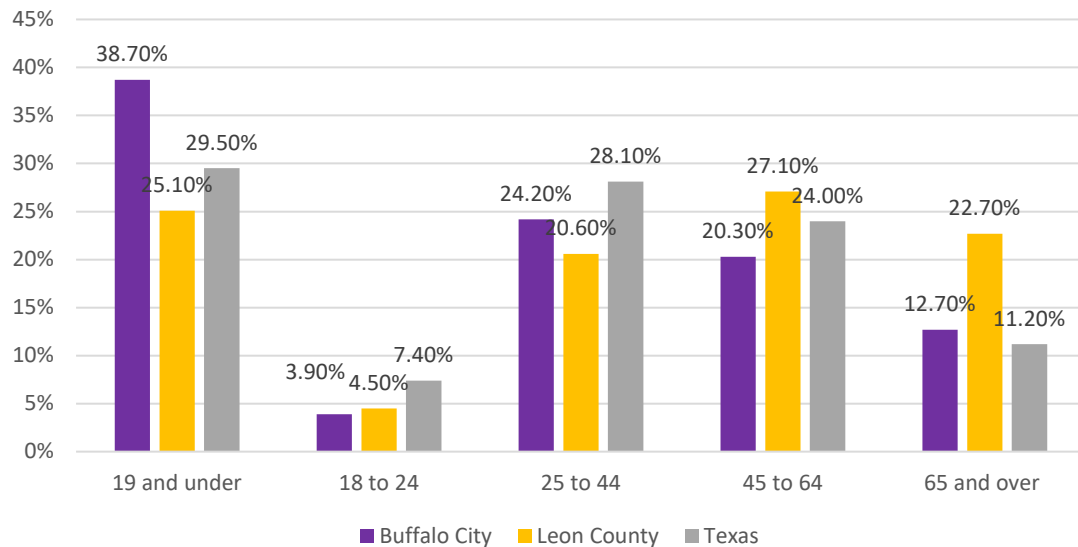


Figure 1.4. Age Distribution in City of Buffalo, Leon County and Texas (ACS 2011-2015)

<sup>4</sup> American Community Survey (ACS), 2011-2015. B01001.

### Race Distribution

White alone is the majority of the population at 53.10%. There is a significant proportion of Hispanic or Latino population present, comprising of 31.70%, and 12.80% are Black or African American (Figure 1.5)<sup>5</sup>. Future projections show that from 2017 to 2022, the percentage of White alone population is expected to decrease slightly while increasing the other racial categories.

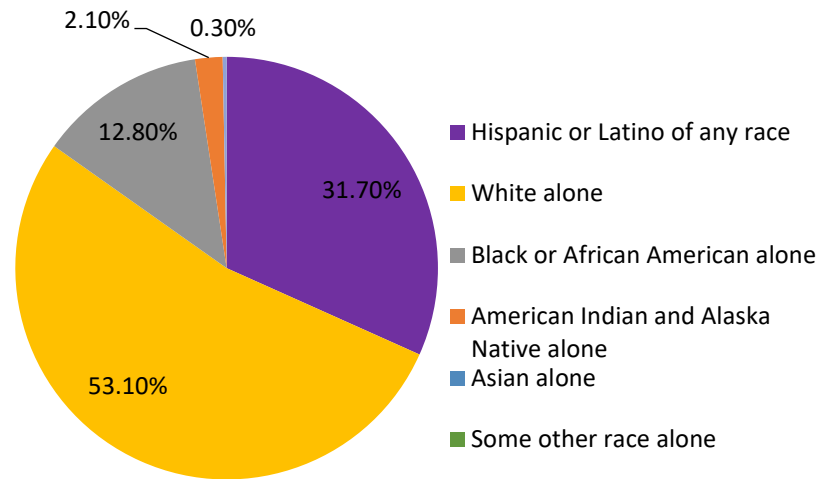


Figure 1.5. Race Distribution in City of Buffalo (ACS 2011-2015)

<sup>5</sup> American Community Survey (ACS), 2011-2015. DP05.

## Education

Educational attainment is depicted in the graph below (Figure 1.6), comparing the City of Buffalo to Leon County, Texas, and at the national level. From 12th grade and under the data reveals all levels to be relatively consistent. High school and some college categories are slightly higher in the city and county compared to both the state and national levels.

As the higher educational categories continue there is a decreasing trend in educational attainment for associate's degree and so forth in comparison to the state and national level. The high population of youth graduating high school is a positive attribute for both the city and the county with the potential to cater to the needs of these age groups to increase retention.

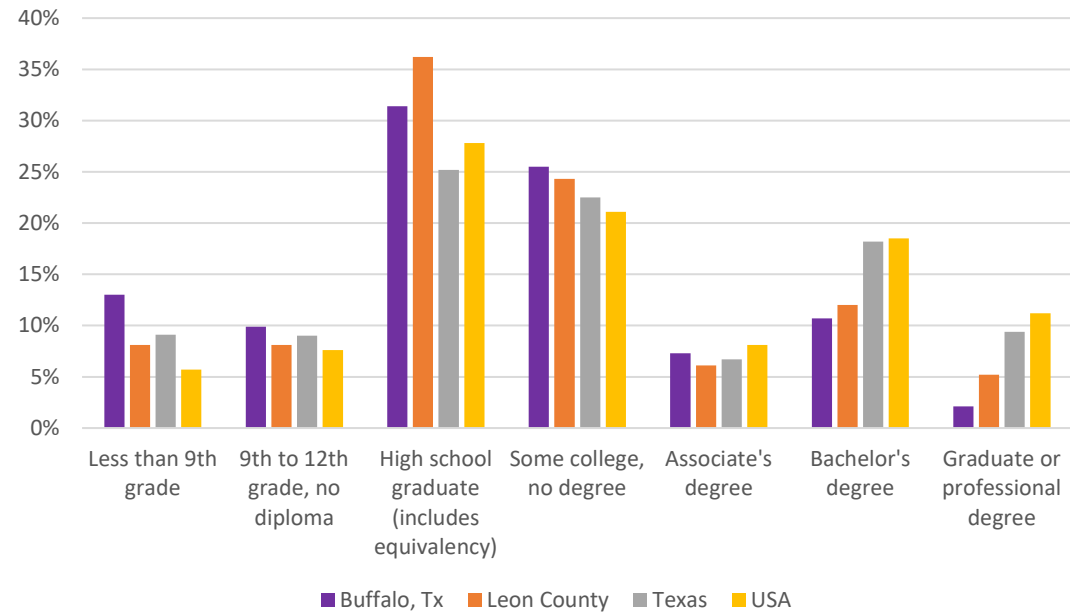


Figure 1.6. Age Distribution in City of Buffalo, Leon County and Texas (ACS 2011-2015)

## CHAPTER 2

# PUBLIC PARTICIPATION



Participatory planning engages residents of a community by incorporating local indigenous knowledge alongside technical data and expertise. A public participatory approach harnesses individual and social capacity to set a course for community development and ultimately the guidance of this Comprehensive Plan.

The planning process began in June of 2017. The City of Buffalo invited community members to form a City Advisory Committee to oversee the development of the plan. The committee represented a range of communities within the community and strived to act as a conduit of information, communicating residents' ideas to the planning team, while communicating information on the plan to residents. The committee provided first-hand insight and valuable feedback to create



Figure 2.1. City Advisory Committee Meeting

goals guide the City's future growth.

The City Advisory Committee discussed the state of community, which describes the existing conditions and prevailing patterns in the city. The committee identified community assets and discussed issues and concerns. Next, the team envisioned a future Buffalo in an interactive exercise, determining the City's vision, goals, and policies for the future. The city shared the vision and goals with the public through at an open house in



***"We are a close-knit community; everyone is like family."***

December of 2017 to validate the progress and garner additional feedback. The feedback collected informed the development of the plan. Table 2.1 lists the meetings held during the planning process.

*Table 2.1. Comprehensive Plan Meeting Timeline*

Date	Purpose	Summary
06-31-17	Comprehensive Plan Kickoff meeting	First Advisory committee meeting to discuss the project.
09-14-17	To discuss existing conditions and assets of the community.	Advisory Committee discussed the current state of community and the assets.
10-02-17	Identification of vision, discussion on development scenarios	Advisory Committee established vision and compared future scenarios.
11-06-17	Goals and objectives and recommendation discussion	Advisory Committee finalize goals and objectives and discuss recommendations
12-04-17	First public meeting to present the vision, goals and objective	Residents attended public meeting to provide feedback to the vision, goals and objectives.
02-08-18	Transportation Plan Meeting	Identified critical concerns for transportation in the community, located areas of anticipated/desired future growth.
03-21-18	Transportation Recommendation Meeting	Discussion on draft thoroughfare plan map.
04-30-18	Final open house	Public reviewed recommendations and provided feedback
06-28-18 08-03-18	Meeting at Texas A&M	Discussion on the future land use map and annexation zones
09-06-18	Implementation Plan Meeting	Advisory Committee discussed the actions items.









Figure 2.2. Comprehensive Plan Project Timeline



## The Vision

The vision and the guiding values for the community include:

“Buffalo strives to be a leader by strengthening our local identity while also being an affordable, healthy, and safe destination that provides a range of housing and economic opportunities for our citizens to enjoy an enhanced quality of life today and for future generations.”

Identity		The values, lifestyles, preferences, and social/civic capacity of residents and the workforce
Affordability		A range of housing densities, types, and sizes to provide residential options for citizens of all ages and incomes.
Health		A supporting environment where citizens have access to health services to live a healthy lifestyle.
Safety		A close-knit community where families feel safe to live and are proud of their locality.
Opportunity		The community’s fiscal conditions, business capacity and individual wealth and economic opportunities.

## Goals and Objectives

After building a foundation of values and a vision to guide future planning, the City Advisory Committee established goals for each topic area of the plan. During several planning workshops of visioning and strategizing, residents developed goals that aim to address their present needs and provide sustainable benefits for the future growth of the city. Each topic area has goals and objectives that work together to transform Buffalo into a community that provides additional opportunities for residents.

A series of meetings were held with the City Advisory Committee throughout spring of 2018 to elaborate the recommendations and strategies that was again presented to the public for feedback in April of 2018.

The following are the list of goals that will serve the public interest for the city.

### 1. Land Use

- Guide the growth of the city according to the vision of the community

### 2. Transportation

- Increase mobility and accessibility.
- Increase safety along key thoroughfares.
- Establish connectivity and promote walkability

### 3. Economic Development

- Buffalo as the economic center for Leon County, as a provider for residents and destination for visitors.
- Support and build on the existing economic assets

### 4. Housing

- Maintain quality standards of housing in new and current homes.
- Ensure Buffalo's future housing stock relies upon investment in new diverse housing options affordable to all income levels.

### 5. Community Facilities

- Provide adequate public safety for Buffalo's current and future residents.
- Create opportunities to fulfill adequate services for the needs of the city.

The following chapters describe the recommendations, goals, and objectives for land use, transportation, economic development, housing, and community facilities.

CHAPTER 3  
DEVELOPMENT  
CONSIDERATIONS



The City Advisory Committee and the Buffalo community collectively collaborated to create the community vision. The committee determined that the focus should be on the attraction and retention of services, industrial, as well as commercial sector jobs for sustainable employment and increase the City's tax base. The committees also focused on maintaining the small-town feel while increasing housing opportunity for the resident. To ensure the development is guided according to the vision this chapter explains development considerations specifying where and how development may occur.

### Land Suitability Analysis

Land suitability analysis shows areas within the City that would be best suited for new development. To construct a suitability map for the City of Buffalo the team analyzed available Census data and planning literature. The available information was then synthesized to develop a matrix. The matrix provided key variables that were scored, and added to determine the overall suitability for development.



***“Buffalo wants to be the leader in the county and we need to prepare for the future.”***

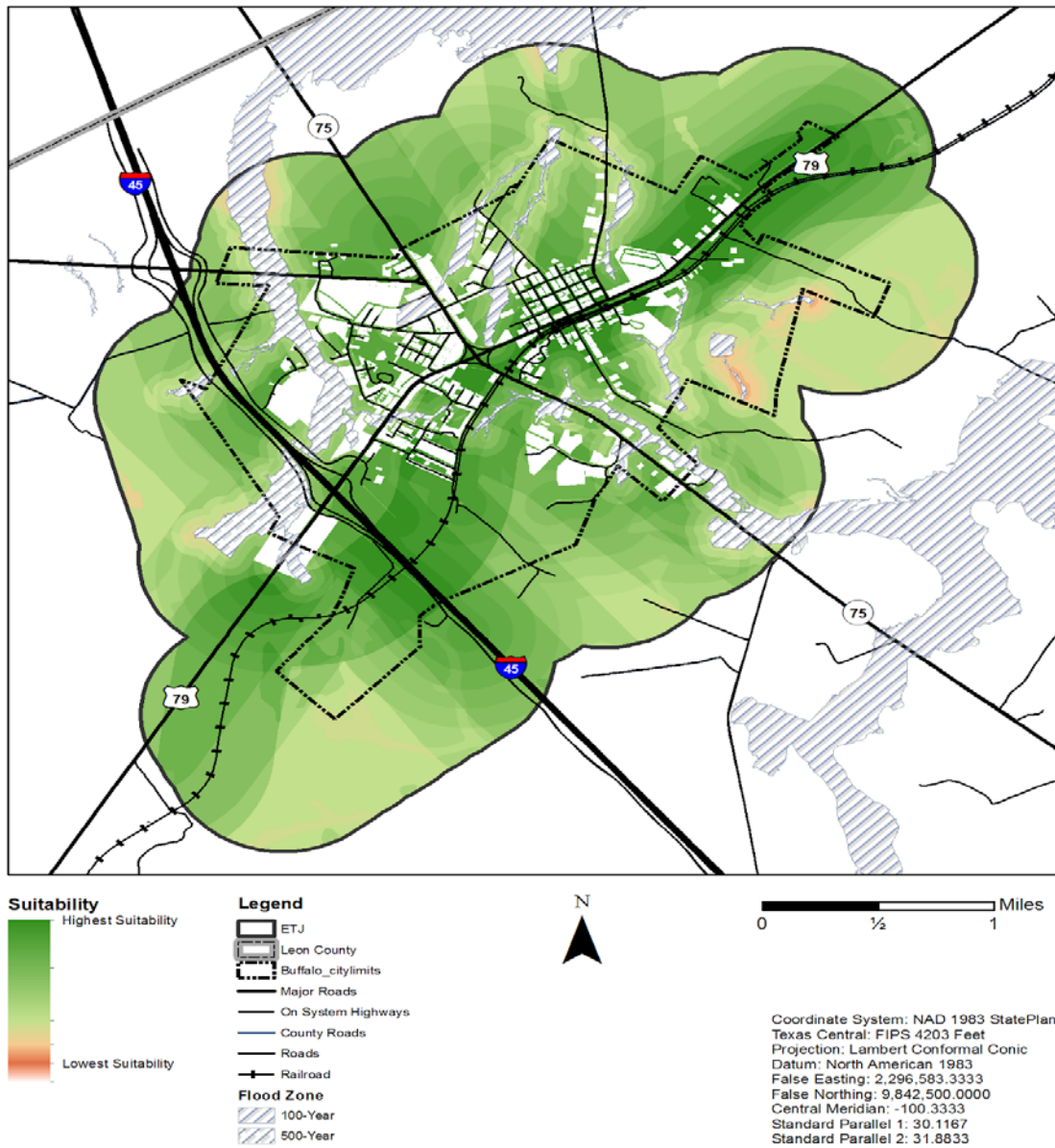


Figure 3.1 Suitability Map for City of Buffalo

The below scoring table identifies the scores given to variables used in the analysis. The scores were adapted from standards for suitability analyses set in Berke, 2006. These values were modified to be more aligned with the needs of the city. There were also variables that automatically eliminated suitability. These include: land inside the existing floodplain, existing parkland, and land already developed.

Table 3.1 Suitability Matrix

<b>Distance to Existing Infrastructure</b>	0.1 mi	5
	0.2 mi	4
	0.3 mi	3
	0.4 mi	2
	0.5 mi	1
	> 0.5 mi	0
<b>Proximity to Flood Zones</b>	< 100 ft.	0
	100-200 ft.	1
	200-300	3
<i>(Score: 5 – most suitable, 0 – less suitable)</i>		
	> 300 ft.	5

## Scenario Planning

Scenario planning is a tool to envision future outcomes by considering the full range of emerging conditions and uncertainties. The goal of the scenario planning is to identify elements that are preferred and needed for the development of the community. The following two scenarios were presented to the City Advisory Committee.

### Interstate Commercial Scenario

This scenario emphasizing on new commercial and industrial development along the highway.

#### Key Features:

- Reflects the current growth trend in Buffalo. Focuses on new development around areas that have seen recent growth to take advantage of new infrastructure.
- Increased commercial and industrial development along I-45 and US-79.

- Low-density single-family housing development on the edge of town around high school.

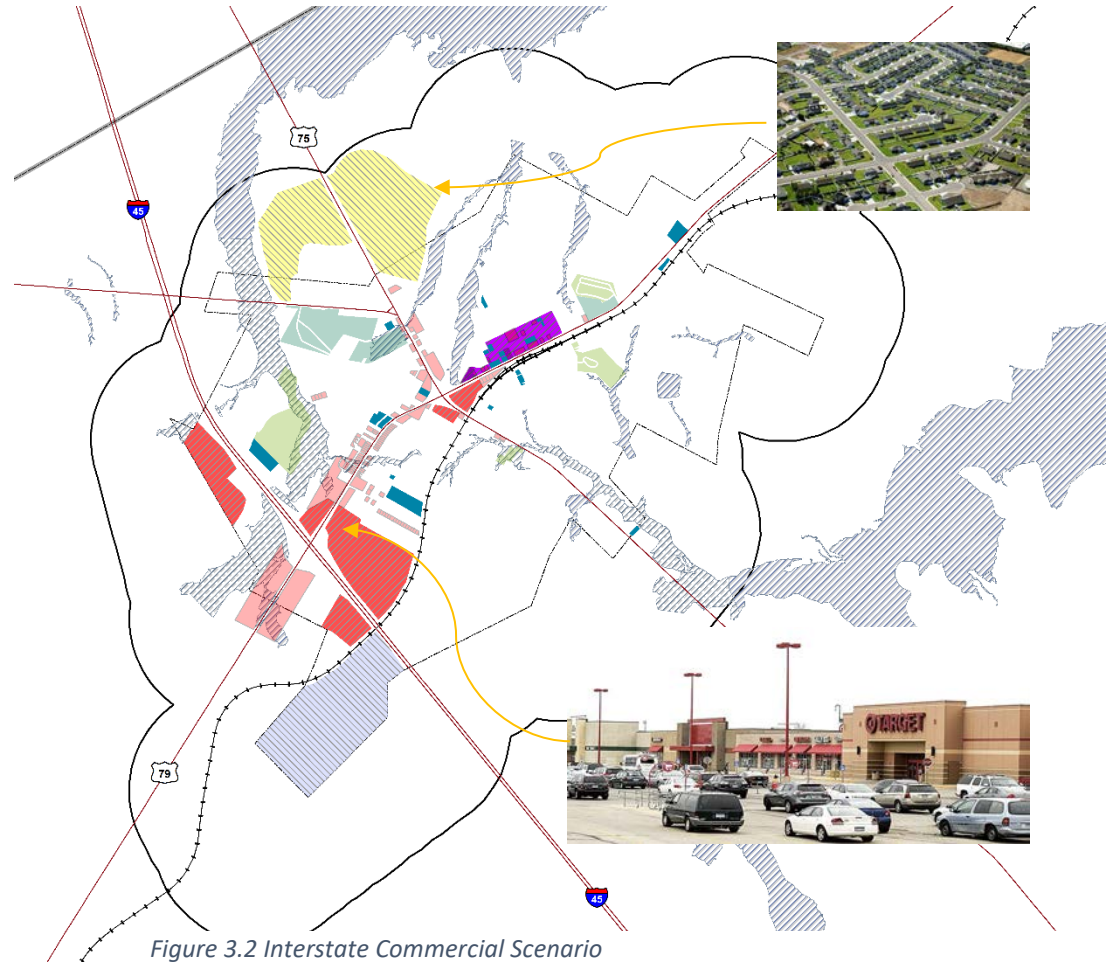


Figure 3.2 Interstate Commercial Scenario

### Historic Revitalization Scenario

This scenario focuses on building upon the existing assets of the community. It is centered on revitalize existing neighborhoods.

#### Key Features:

- Preserving and maintaining the community's historical value
- Beautification and commercial development along the Main Street and the surrounding neighborhoods
- Limited new commercial development along I-45 and US-79 intersection, more support to local businesses
- Replacing old dilapidated buildings
- Promotes infill development and medium-density housing options in developed part of the city.



Figure 3.3 Historic Centralization Scenario



## Future Land Use Plan

The community liked certain aspects of both the scenarios. The favorable components were compiled to form the future land use map, which is a spatial representation of the community's vision for the city (Figure 3.3).

Interstate 45 has been noted as a valuable asset to the community. Capitalizing on development in this area is critical for the future economic success of the city. The area is most suited for commercial and industrial development. In recent years, this area has seen an influx of new businesses suited to serve travelers along the interstate. This plan envisions this area for new development that would cater to both Buffalo residents and travelers. This would include "big-box" stores and other retailers. High visibility and accessibility of the area will help attract both Buffalo residents and visitors.

The southwest area of the City has been identified to be better suited as industrial due to the proximity to the highway and rail facilities.

Industries can capitalize on the higher levels of accessibility offered by the Interstate. These facilities will need to be located within the city limits of Buffalo as to retain tax revenues.

The community expressed interest in revitalizing the historic commercial area of the city as "Historic Main Street". The location of the "Historic Main Street" sees a high volume of travelers through the city. However, deteriorated infrastructure and high rents have created a barrier to new businesses along the route. As such, the community expressed interest in improving infrastructure and creating connections between surrounding land uses (Chapter 5).

To fulfill the residential needs of the population of Buffalo, the future land use map preserves the existing neighborhoods and provides additional area away from the flood plain as residential area (Chapter 6). The City will require all new residential development proposed in the 100-year floodplain within the city limits and the ETJ to

conform to regulations regarding flood proofing, structure type, minimum elevation, and drainage. Further, the plan recommends the floodplain to be protected as natural open spaces and parks to prevent new development in harm's ways.

The future land use will be dependent on effective implementation of the land use regulations. Currently, Buffalo has no zoning or subdivision ordinance. To implement this plan the city will create and enforce zoning ordinances based on the future land use map. Further, development of building codes and subdivision ordinances will support safe implementation of the plan.

## City of Buffalo: Conceptual Future Land Use

### Legend

- EXTRA TERRITORIAL JURISDICTION
- CITY LIMITS 2017
- BUFFALO RAILWAY
- BUFFALO COUNTY ROADS
- ★ IMPORTANT POINTS

### Proposed Zones

- SF Residential
- Historic Commercial
- Commercial
- Light Industrial
- Heavy Industrial
- Education/ Public Facilities
- Proposed Commercial
- Proposed Residential
- Open Space
- Open Space - Flood Zone
- Leon County Parcels

### Floodplain

#### Zone

- 100 Year
- 500 Year
- X

### Total Acreage:

- SF Residential: 1705.48ac
- Historic Commercial: 231.78ac
- Commercial: 659.96ac
- Light Industrial: 84.21ac
- Heavy Industrial: 686.56
- Educational/ Public Facilities: 66.83ac
- Proposed Commercial: 159.43ac
- Proposed Residential: 569.62ac
- Open Space: 2663.81ac
- Open Space - Flood Zone: 778.62ac

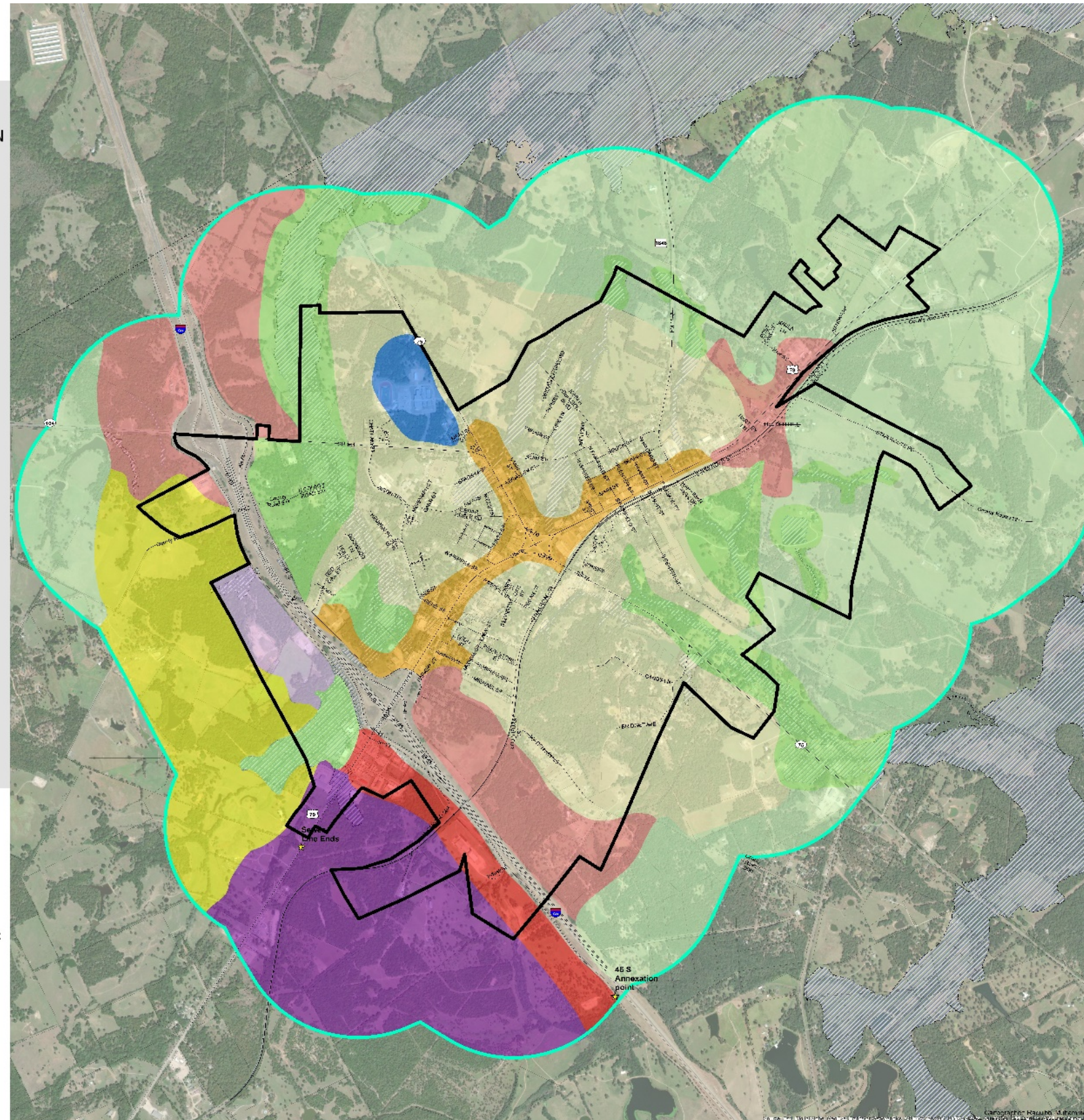
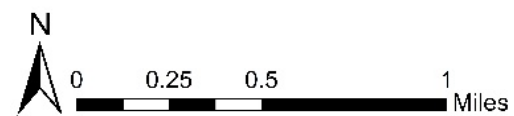


Figure 3.4 Conceptual Future Land Use Map for City of Buffalo

## Annexation

Another avenue of approach for planned growth can potentially involve using the city's annexation powers. Specific areas have been identified outside city limits that are projected to grow within the coming years. Buffalo qualifies as a general law city with a population under 5,000. This requires the city to have a vote or petition to receive consent from residents or landowners for permission to annex an area. The area must be within Buffalo's extraterritorial jurisdiction (ETJ)<sup>1</sup> and not in another city's ETJ. The ETJ for Buffalo is 0.5 miles from the city boundary.

To provide for the need of the community, the plan recommends exploring the possibility of annexing land for future residential, commercial as well as industrial development as seen on the map (Figure 3.5).

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<sup>1</sup> ETJ is the area adjacent to the city where the city government has the legal ability to exercise authority. It is calculated from the city limit line to a specific distance out depending on the population of the city.

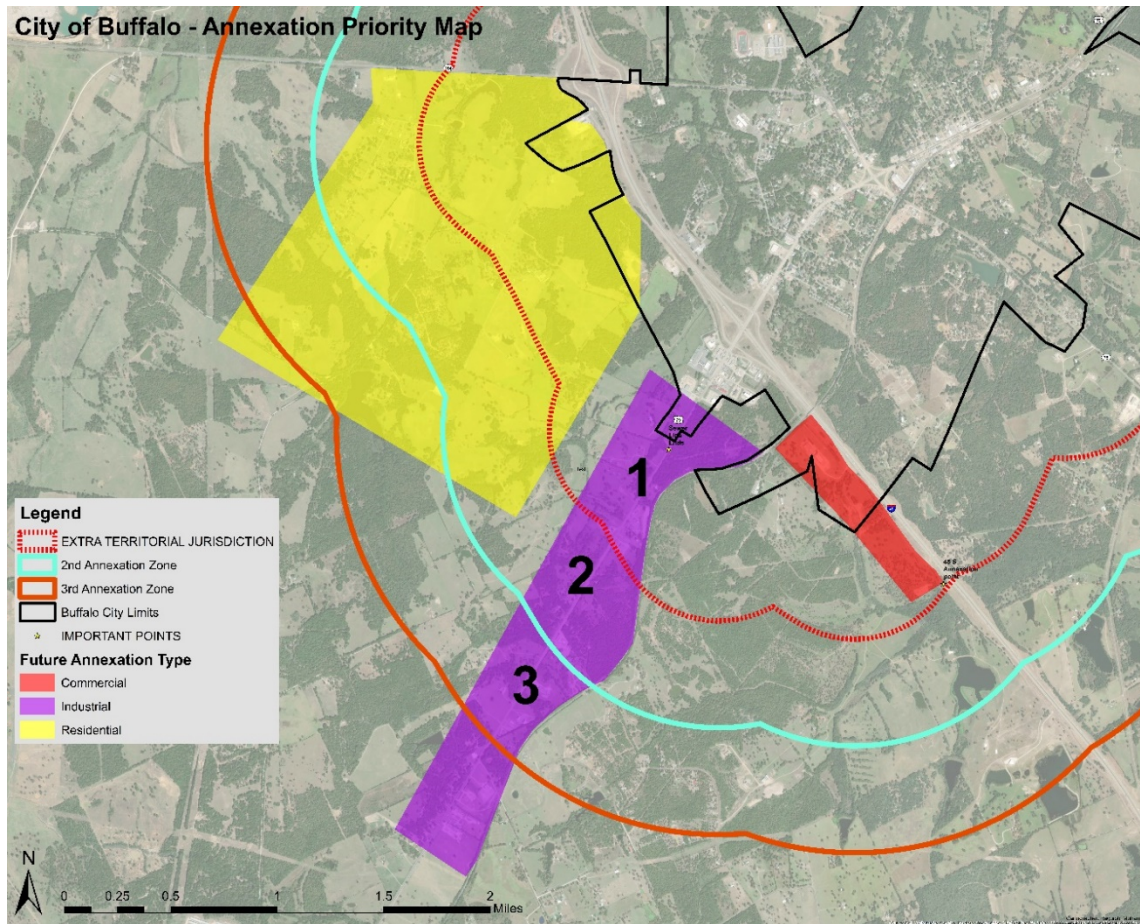
### **Annexation in Texas**

In Texas the state allows cities to utilize a policy tool known as annexing. Using this tool Cities can use their planning authority to add adjacent unincorporated areas into the City and the City's system. Incorporated Cities are then able to provide services and facilities to these newly annexed areas.

The procedure for annexation is linked to whether or not a city falls as a Home Rule City or a General Rule City. A general law city usually contains a population of less than 5000 and has no charter.

The basic powers of annexation involve a 3-year process for the city to include a certain area designated for annexation in a proposed plan for future growth.

Once it is proposed in the city's plan, within 3-years' time, the areas may be annexed once announced in the city's plan. An exception for a general law city that does not require consent is if the municipality has a population of over 1,000 and is not eligible to adopt a home-rule charter.



The future land use map forms the framework for the following chapters which detail on specific focus areas of transportation, economic development, and housing and community facilities.

Figure 3.5 Conceptual Annexation Map for City of Buffalo

## Goals and Objectives

### Goal 3.1 Guide the growth of the city according to the vision of the community

**Objective 3.1.1-** Develop land use regulations for the implementation of future land use map.

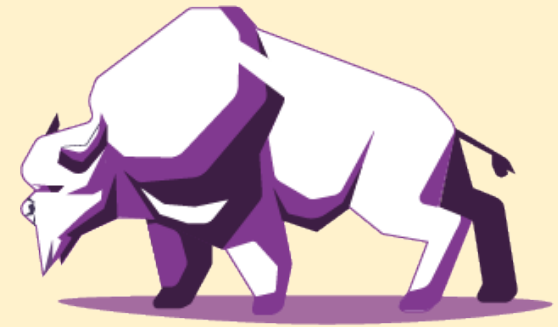
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**Objective 3.1.2-** Develop an annexation plan to annex properties based on the future expansion needs of the city and the prospects of development within the city's extraterritorial jurisdiction.

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# CHAPTER 4

# TRANSPORTATION



Transportation, in the form of new or updated roads, sidewalks, and bike lanes, can spur economic development and open opportunities for new residential development. This chapter describes community feedback, a technical analysis, and the thoroughfare plan developed to meet the current and future needs of the community.



Figure 4.1 Kick-off Meeting Discussions. Photo by Bill Eisele

The City Advisory Committee identified the areas of opportunity for future expansion and areas of concern (i.e. high number of crashes). The recommendations focus on these local priorities and concerns.

Some of the key takeaways from the City Advisory meeting include:

- The desire to encourage economic development through new roadway improvement projects.
- Improved safety needed along US 79 at both the elementary school and new commercial development at the I-45 interchange.
- The desire for improvements to US 79 around the historic commercial development
- Acceptability of an alternate route around the town for freight redirection and economic development.

- Safety and traffic concerns on US 79, specially near the school.

***“Transportation is critical for all the other development in Buffalo.”***



## Assessment of Existing Conditions

Buffalo, like many cities in Texas of similar size, is a car-first community. Access to grocery shopping, entertainment, and employment requires an automobile. While the Brazos Transit District operates a ride and demand service for the elderly and disabled in the region, there are no fixed routes within the community.

Regarding bicycle and pedestrian traffic in the city, there is currently limited infrastructure to support this activity as a means of functional transportation (commuting). There are also limited trails present in the city to support recreation and tourism. Lastly, there are challenges facing pedestrian and bicycle movements around key commercial areas. In particular, there is limited space for multi-modal movements along historic commercial buildings on US 79.

There are also limited connections between residential areas and the city's parks. Residents commented that there are no safe, walkable routes to parks. Shelley Pate Park is located directly off the I-45 northbound access road. There are barriers to access to the east, where most Buffalo residents live. Harriman Park is near the rail line. The rail line disconnects the park from the historic commercial areas of Main Street and residential neighborhoods on the north side of US 79.



*Figure 4.2. Buffalo Main Street. Photo by Barclay Gibson*



## Network & Traffic Counts

The community has three major thoroughfares. The first is I-45 which runs north toward Dallas and south toward Houston. The highway connects passengers and commercial freight to these large metropolitan nodes.

The other major road, US 79, is the principal arterial road running east and west that connects Buffalo to the greater Austin area. Lastly, SH 75, which serves as a minor arterial, runs parallel to I-45 and carries local traffic. Another key road for the area is SH 164 which connects to the city of Waco. Figure 4.3 shows the city limits and these roadways.

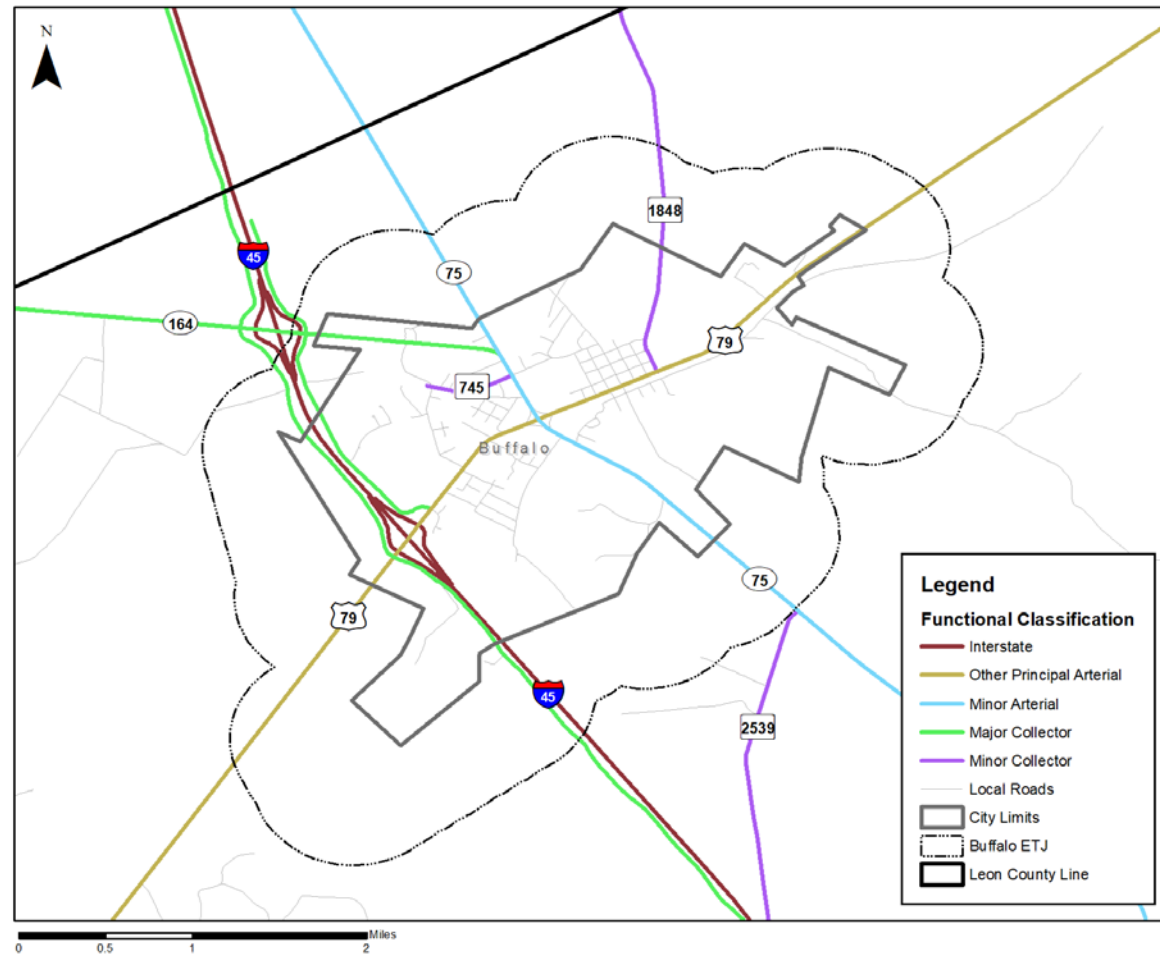


Figure 4.3 Existing Functional classification of Roads

Given Buffalo’s position on a major thoroughfare, there is heavy automobile traffic concentrated on I-45, SH 75, and US 79. Between 30,000 and 35,000 vehicles travel along I-45 every day at the count locations. The I-45 count locations are not located within the city but represent the closest estimate. The closest northern count location is located near the I-45/ SH 179 interchange, while the closest southern count location is located about 6 miles south of the I-45/ US 79 interchange.

Another 5,000 to 6,000 vehicles travel along US 79 through the center of Buffalo. These vehicles consist of regional travelers, freight, and intercity traffic. Figure 4.4 displays current traffic volumes

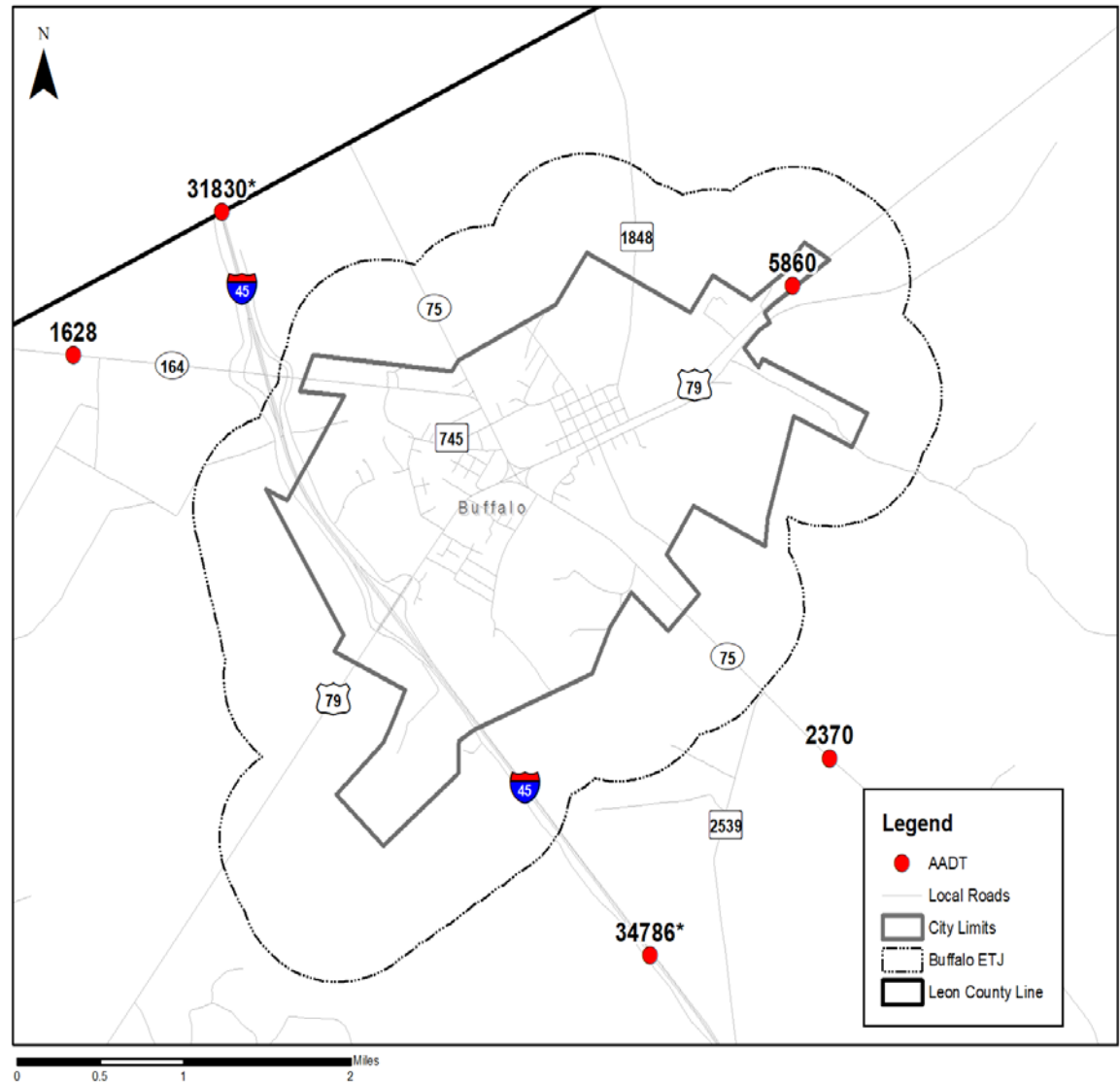


Figure 4.4 Buffalo Annual Average Daily Traffic 2016

## Safety

The Advisory Committee mentioned transportation safety as an essential issue to the community. Primarily, the committee identified US 79 as a primary concern for safety in the city. Two of the major concerns included the interaction between freight and the elementary school on US 79 (Location 2 in Figure 4.5) on the east portion of the city and the interaction of freight and access management on US 79 on the west side of town (Location 1 in Figure 4.5).

TX DOT collects crash hotspot data with the Crash Record Information Systems (CRIS). While most crashes in Buffalo did not result in an injury (69%), there are more suspected severe injuries on US 79 than any other location. Six percent of crashes reported as incapacitating (severe) injury and 12% of crashes reported as possible injury.

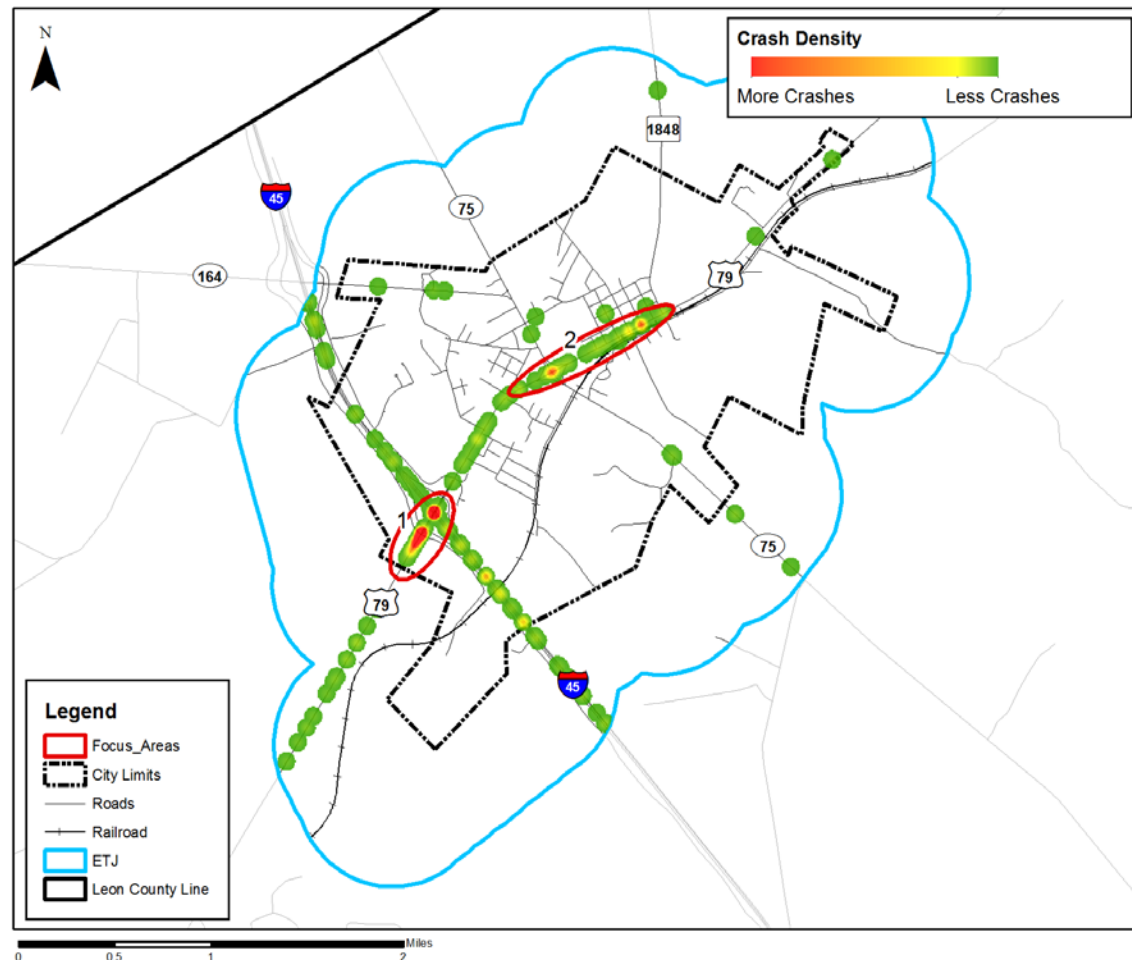


Figure 4.5 Crash Density within the Buffalo ETJ 2013-2017

Data show a high concentration of crashes at Location 1 in Figure 4.5. There was also a high crash density near US 79 and SH 75 interchange and Main Street commercial development (Location 2 in Figure 4.)

The highest amount of crashes (58 percent) occurred along I-45 between 2013 and 2016. US 79 had the second most (34 percent) during that same period. These are not unexpected as these roadways have the highest traffic volumes within the city.

Lastly, the data shows what the primary cause of crashes, including failure to control speed, lane switching, and driver inattention. The need for calming traffic measures along US 79 should be considered. Signage along I-45 should also be considered as the high speeds on this facility can be a safety concern.

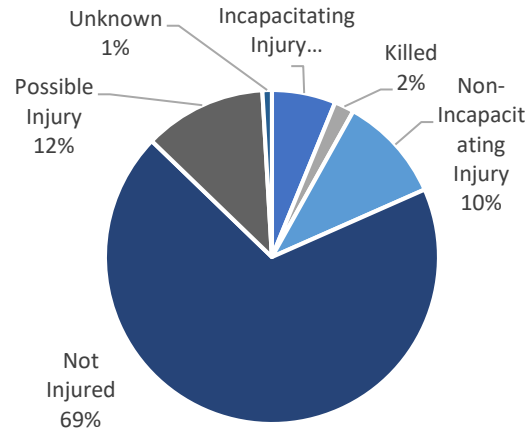


Figure 4.6 Crash Severity Statistics Buffalo ETJ 2013-2017

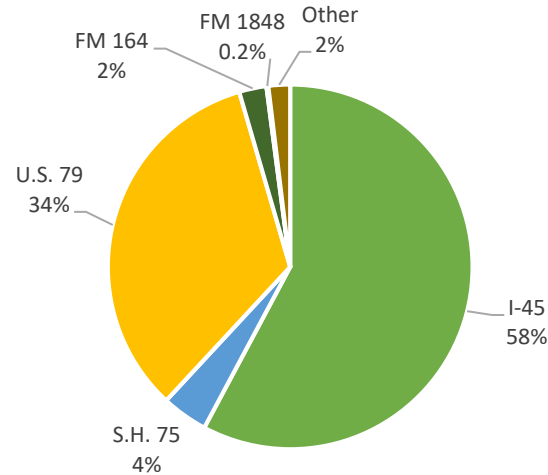


Figure 4.7 Crash Location Statistics Buffalo ETJ 2013-2017

## Planned Improvements

TX DOT plans additional highway improvements in and around Buffalo.

### **US 79 Widening – from Jewitt to Buffalo**

This project will seek to widen US 79 from 2 to 4 lanes on the western portion of the city. The widening will focus on the area between the Buffalo city limits and Jewitt. While no improvements are planned within the Buffalo city limits, the improvement will benefit any future development in this area. This project is still in a preliminary phase.

### **Buffalo Frontage Road/ Ramp project**

TX DOT is constructing a project that will rework the access ramps along I-45 in Buffalo. This project will complete the following:

- Relocate southbound entrance and exit ramps to US 79;
- Simplify the west frontage approach to US 79;

- Adjust medians; and
- Adjust traffic signals.

## Recommendations

New roads and multimodal facilities can create access and mobility for residents, and in return, create value. This value is represented by the ability to move efficiently in, out, and around a city. Given Buffalo’s position along major highways, this accessibility will attract businesses which will benefit from the new infrastructure. This section details the recommended thoroughfare plan, street sections, roadway elements, and the connection to the vision, goals, and objectives for transportation in Buffalo.

## Maintenance Schedule

The city should produce an updated inventory and assessment of current roadways. The cost assessment, usage and safety issues should be used in project prioritization to rank proposed

rehabilitation and maintenance projects.

## Regional Coordination

Buffalo recognizes the importance of coordination between multiple stakeholders for effective implementation of transportation plan. The City seeks to coordinate with State, Brazos Valley Council of Government, Leon County, and local agencies to incorporate mobility projects. The City should hold regular meetings with TX DOT-Bryan District, Brazos Valley Regional Planning Organization and other local agencies to coordinate needs and future projects.

## Thoroughfare Plan

The thoroughfare plan is a map of proposed transportation facilities in the city. The purpose of the plan is to provide consistency of roadway standards, set the right-of-way requirements, and designate multi-modal elements to be considered.

The thoroughfare plan is intended to serve as a guide for future development of the Buffalo roadway network. Due to legislative restrictions on the planning capacity for cities under 50,000 in population, any recommendations outside of the current ETJ of the city are not enforceable by the city. As such, this plan should be used to supplement future funding requests and infrastructure decisions. The recommended thoroughfare plan is shown in Figure 4.8.

### Arterials

- A proposed additional principal arterial behind the current historical commercial development on U.S. 79 will

serve, in the intermediate, to relieve traffic congestion and promote economic development.

- As other development takes root around the city (e.g., industrial on the west and southwest; commercial on the north, south, west, and east; and residential on the northwest) alternate routes around the city would alleviate traffic in the long-term. These arterials would be developed in phases and built with developer investment. This route crosses US 79, I-45, FM 1848, Highway 75, and TX 164. The proposed route will alleviate through-traffic and preserves city infrastructure while facilitating motorist and truck traffic. The route will increase connectivity while preserving areas within downtown Buffalo. This has been determined to be a long-term solution.

### Collectors

- Major and minor collector roadways allow for connections between existing and planned neighborhoods to provide connections to arterial roadways.
- Lastly, the plan identifies connections to be made in areas where planned industrial and massive commercial growth is desired. All roadway recommendations made use a “context-sensitive design” approach. The following section details this approach, and the planning districts for these guidelines to be applied.

# City of Buffalo: Thoroughfare Map

## Legend

- EXTRA TERRITORIAL JURISDICTION
- CITY LIMITS 2017
- BUFFALO RAILWAY
- BUFFALO COUNTY ROADS
- ★ IMPORTANT POINTS
- Proposed Functional Classification**
- Principal Arterial
- Major Collector
- Minor Collector
- Existing Functional Classification**
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Land\_Use**
- Commercial
- Education/ Public Facilities
- Heavy Industrial
- Historic Commercial
- Light Industrial
- Open Space - Flood Zone
- Proposed Commercial
- Proposed Residential
- Open Space
- SF Residential
- Leon County Parcels
- Floodplain**
- Zone**
- 100 Year
- 500 Year
- X

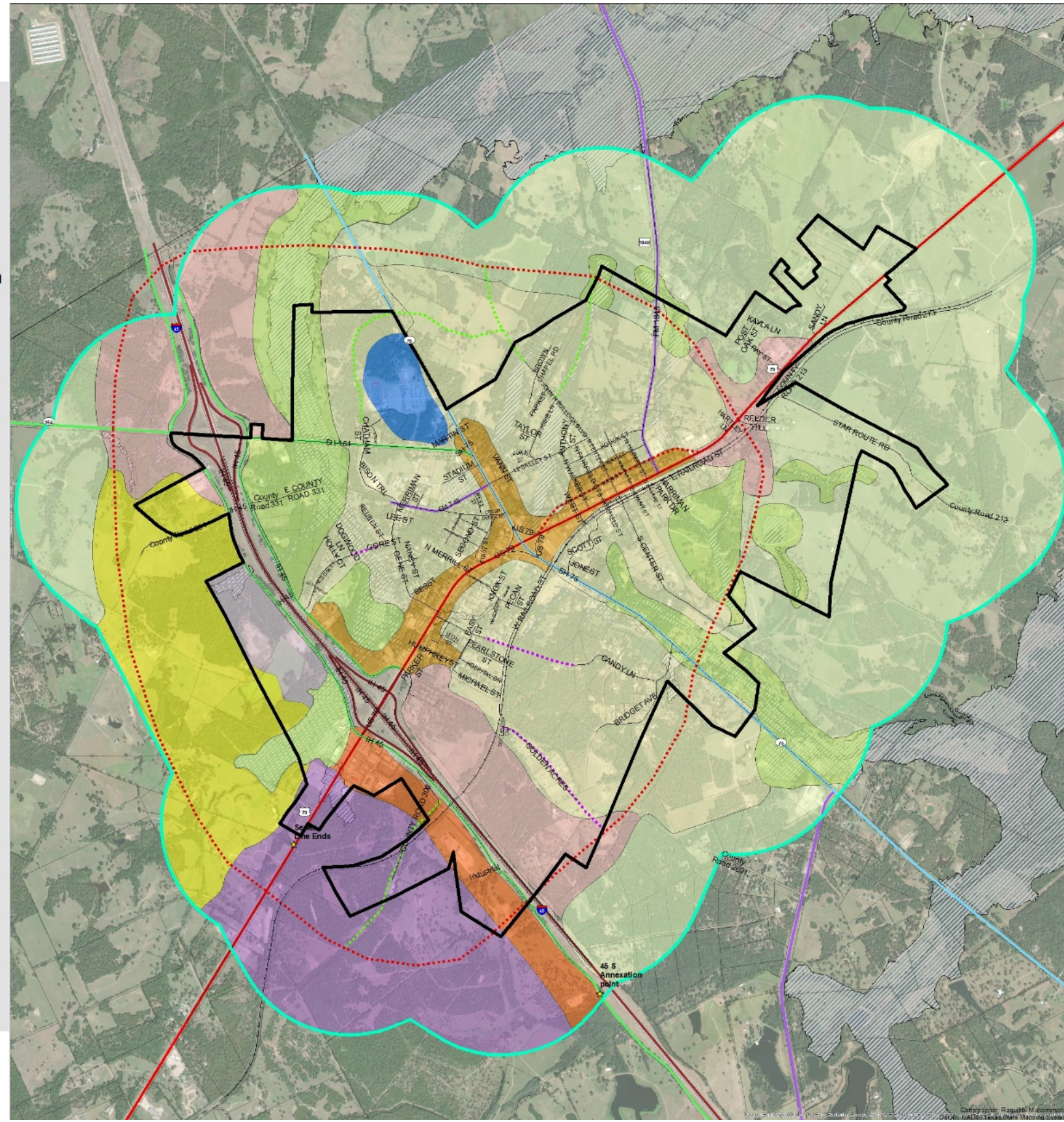
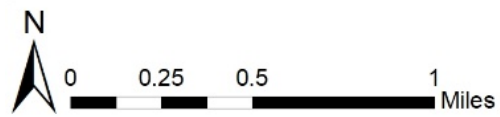


Figure 4.8 Thoroughfare Map

## Context Sensitive Design

This plan recognizes that Buffalo has a diverse set of needs when it comes to transportation facilities. On the one hand, some arterials facilitate the movement of goods through the region. On the other hand, those same arterials are facilitate the movements of local residents driving to the grocery store, school or work. These divergent uses are a challenge and have resulted in safety concerns along the roadways.

“Context sensitive design” aims to ease the rigidness of standard street design by adding flexibility in their use. Typically, when examining roads from a regional perspective, they are judged by their ability to move traffic at the fastest speed possible while also preserving safety. However, streets facilitate a variety of trip purposes that will not

be best suited by a “one-size-fits-all” approach to street design. Context sensitive design is the idea that the area around a facility will define the modes that are using them.

Designs will vary based on the defined planning districts for the city. These districts were created based on the Advisory Committee and community feedback throughout the planning process. These districts are a representation of both the current and recommended future land uses (see Figure 4.9). The following are the key characteristics and suggested roadway designs features of each district.



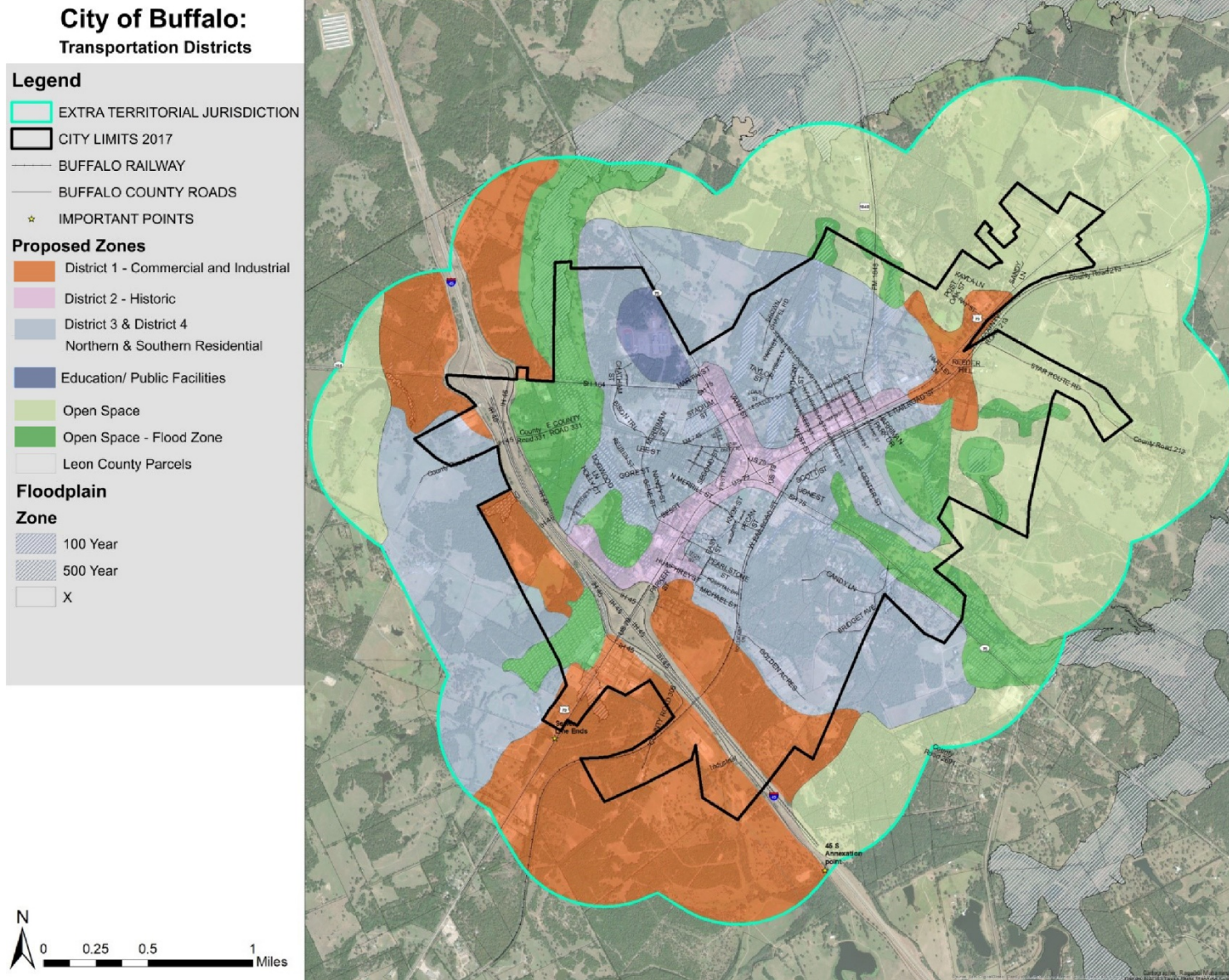


Figure 4.9 Transportation District Map

### District 1 – Commercial and Industrial

This “context sensitive design” district stands to benefit the most from any future interstate expansions. These roads should emphasize longer-distance automobile traffic, often providing connections to freeways. The primary users of the facilities should be freight traffic, and speeds should be moderate to high (see Figure 4.10 and Table 4.1).

Given that the area is expecting to have ramp and access improvements, the consensus from the Advisory Committee is that this roadway design will open up valuable land for future industrial and commercial uses. As such, this plan recommends that the road developments in this area have elements to benefit heavy freight and commercial traffic. This includes wider lanes and limited pedestrian and bicycle requirements. Minor arterials, major and minor collectors should serve to

connect freight to destinations, as well as residents to work.

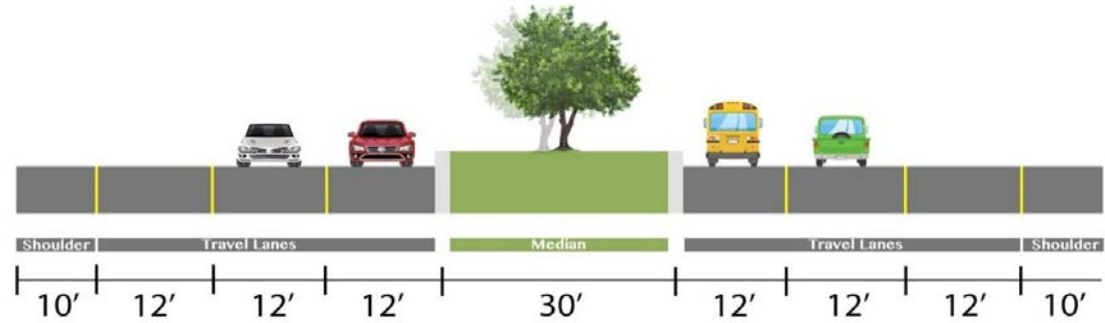


Figure 4.10 District 1 Street Design Recommendation (Principal Arterial)

Functional Classification	Principal Arterial	Minor Arterial	Major Collector	Minor Collector
Min. Recommended Right-of-Way	135'	100'	80'	60'
Number of Lanes	4 to 6	2 to 4	2 to 4	2
Lane Width	12'	12'	11'	10'
Median	16' - 30' divided or center turn lane	16' raised or center turn lane	14' center turn lane	none
Shoulder	10' min.	10' min.	None	None
Pedestrian Realm		0' min.	6' min.	6' min.
Pedestrian Buffer	No Min.	No Min.	None	None
Sidewalk Width	No Min.	No Min.	6' min.	6' min.
Utility Location Width	20' min.	15' min.	15' min.	15' min.

Table 4.1 District 1 Street Design Recommendations

### District 2 – Historic

This “context sensitive design” district capitalizes on the infrastructure and current land use. Specifically, it is designed for existing denser commercial developments, neighboring parks, and community facilities with standard lane widths, calming traffic mechanisms, and pedestrian/ bicycle infrastructure (see Figure 4.11 and Table 4.2).

The roads included in this district should be retail-oriented with on-street parking, pedestrian sidewalks, and bike lanes. Automobile speeds are slower and lanes are slightly narrower than District 1. The District 2 design fosters safe pedestrian crossings and bicycle facilities.

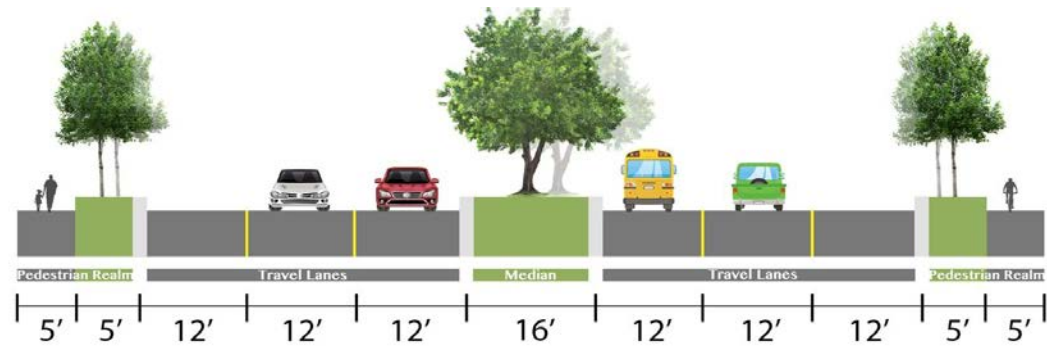


Figure 4.11 District 2 Street Design Recommendation (Principal Arterial)

Functional Classification	Principal Arterial	Minor Arterial	Major Collector	Minor Collector
Min. Recommended Right-of-Way	120'	100'	80'	45'
Number of Lanes	4 to 6	2 to 4	2 to 4	2
Lane Width	12'	11'	11'	10'
Median	16' raised or center turn lane	14' center turn lane or none	14' center turn lane or none	none
Pedestrian Realm	1No Minimum	1No Minimum	6'min.	6' min.
Pedestrian Buffer	5' min.	5' min.	None	None
Sidewalk Width	5' min.	5' min.	6' min.	6' min.
Utility Location Width	15' min.	15' min.	15' min.	15' min.

Table 4.2 District 2 Street Design Recommendations

Main Street is a historical commercial street and

gateway to Buffalo. As such, the inclusion of landscaping elements would attract people and enhance the small-town retail market.

The below pictures represent the proposed landscaping features of commercial street. Figure 4.12

represents the current condition of the Buffalo's Main Street. The area marked in blue color represents the location of enhancement in Figure 4.13 to 4.15.

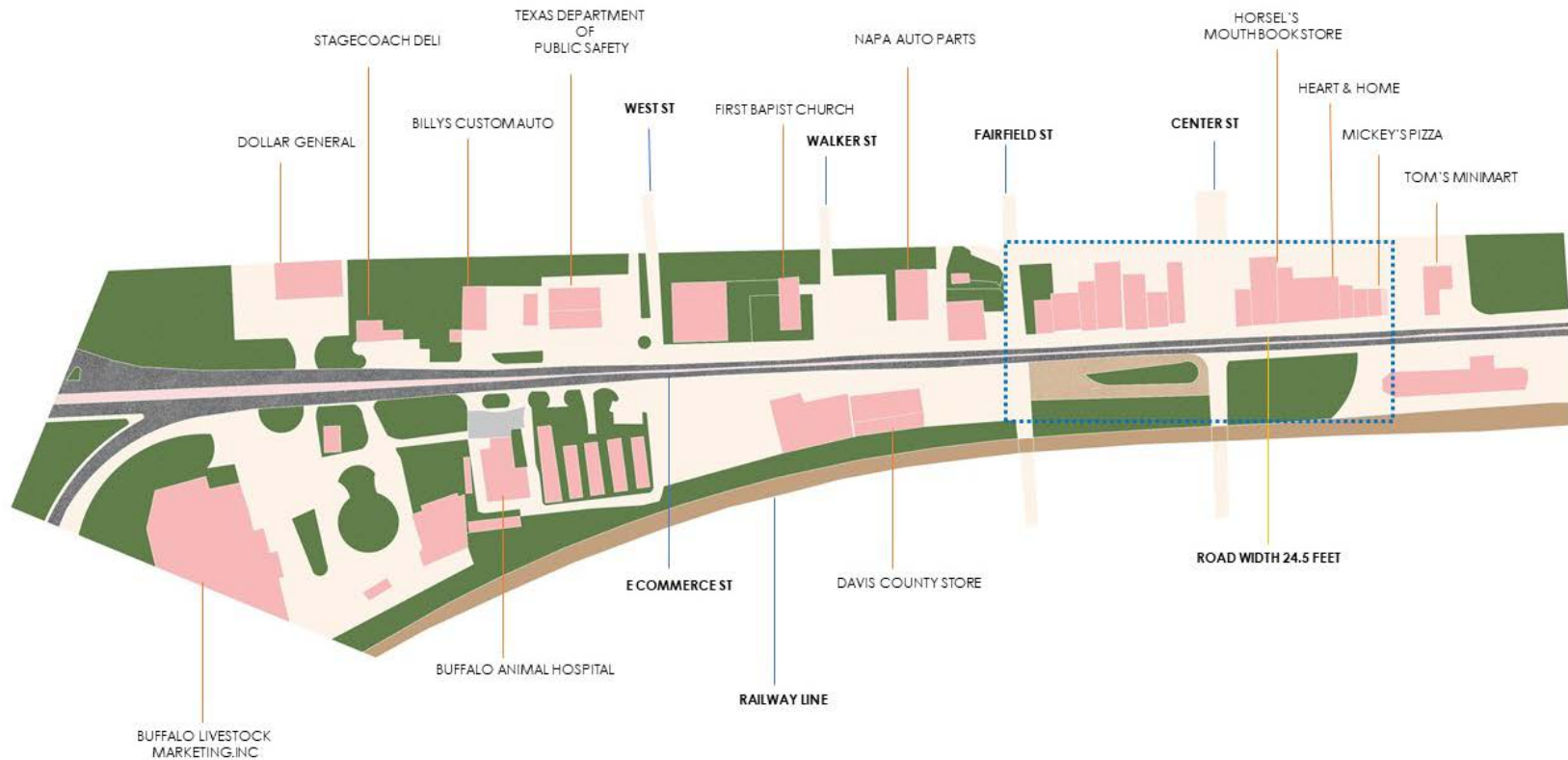


Figure 4.12. Commercial Stretch Buffalo



Figure 4.13 Commercial Street View 1



Figure 4.14 Commercial Street View 2

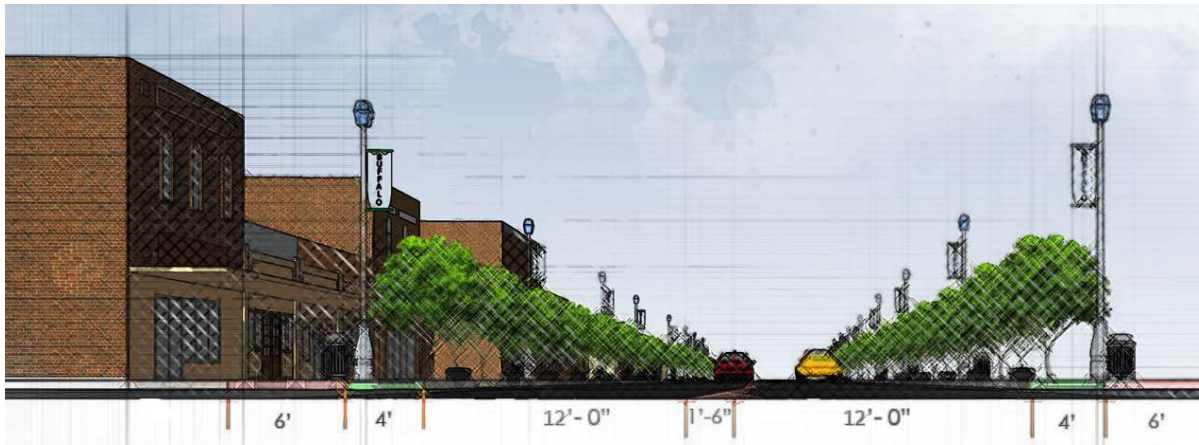


Figure 4.15. Commercial Street Section

### District 3-4 Residential Districts

Similar to the historic districts, residential areas should have characteristics to promoting walking and biking. Additionally, these areas should have narrower lanes and provide access from neighborhoods to the other districts and community facilities, such as schools. Landscaped medians or center turn lanes are typical but may not be needed. These are dependent on the estimated traffic for the roadway. Sidewalks or multi-use paths are typically separated from the street by a landscape buffer. Minor arterials, major collectors, and minor collectors in this district should have narrower lanes with an adequate pedestrian realm to allow for safe movement around neighborhoods and community facilities. Bicycles may share the road depending on speeds, but bike lanes and shared use paths should also be explored (see Figure 4.16 and Table 4.3).

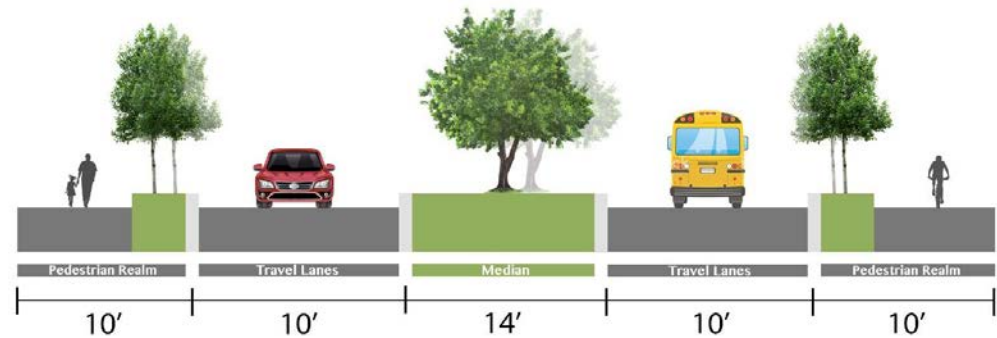


Figure 4.16. District 3 & 4 Street Design Recommendations

Functional Classification	Principal Arterial	Minor Arterial	Major Collector	Minor Collector
Min. Recommended Right-of-Way	120'	100'	75'	45'
Number of Lanes	4 to 6	2 to 4	2 to 4	2
Lane Width	11'	10'	10'	10'
Median	16' raised or center turn lane	14' center turn lane or none	14' center turn lane or none	none
Pedestrian Realm	15' min.	15' min.	1No Minimum	1No Minimum
Pedestrian Buffer	9' min.	9' min.	5' min.	5' min.
Sidewalk Width	6' min.	6' min.	5' min.	5' min.
Utility Location Width	15' min.	15' min.	15' min.	15' min.

Table 4.3 District 3-4 Street Design Recommendations

## Safety

To increase safety, the walkability and pedestrian friendliness of a city, it is first important to identify the types and roles of pedestrian infrastructure improvements. These types of facilities should be considered in the context of a roadway, as well as available funds for new construction.

The desired minimum width for sidewalks is eight ft., with an absolute minimum width of 5 ft. It is also recommended that sidewalks have a 2-foot buffer between the path and the street. Sidewalks can be adorned with seating areas, shade from trees or building awnings, and barriers to protect pedestrians from motorists such as curbs, barricades, or other immovable objects.

Buffalo residents were more concerned about safety near schools and parks. Based on feedback sidewalks, cross walks, and bike lanes are proposed leading to schools and parks. Such

facilities allow children to walk safely to schools and all residents to use community facilities for a healthy and active lifestyle.

The proposed pedestrian safety improvements are as follows and can be seen in detail in the figure 4.19.

- E Commerce St and Old Buffalo Rd connecting Harriman Park Road require pedestrian crosswalk, bike lane, and sidewalk.
- Crosswalk near Buffalo Elementary School on E Commerce St.
- Bike lane, sidewalk, and crosswalk connecting W Commerce St to Hill St leading and Shelley Pate Park,
- Bike lane, sidewalk, and crosswalk connecting Chatham Rd to Cedar Creek Rd leading to Buffalo Lower Junior High School provides safe access to the school from residential development near Chatham Road.



Figure 4.17. Sidewalks



Figure 4.18. Bike Lane

- Bike lane, sidewalk, and crosswalk connecting Legalley St to Davis St leading to Buffalo Lower Junior High School. Provide safe access to the school from residential development near Legalley St.
- Bike lane, sidewalk, and crosswalk on Buffalo Ave and Donie Rd leading to Buffalo High School.

Further, the City seeks to explore the trail system connecting the parks with the green belt along the flood plain (see Figure 4.9).

## Transit

As a long range planning action, the City seeks to work with regional transit agencies such as the Brazos Valley Transit District, to address limitations and needs of existing transit. Initial steps would be to conduct a transit operations study and garner public feedback on transit needs. In the future, the City will consider transit access into street design standards and projects with adjacent residential land uses.



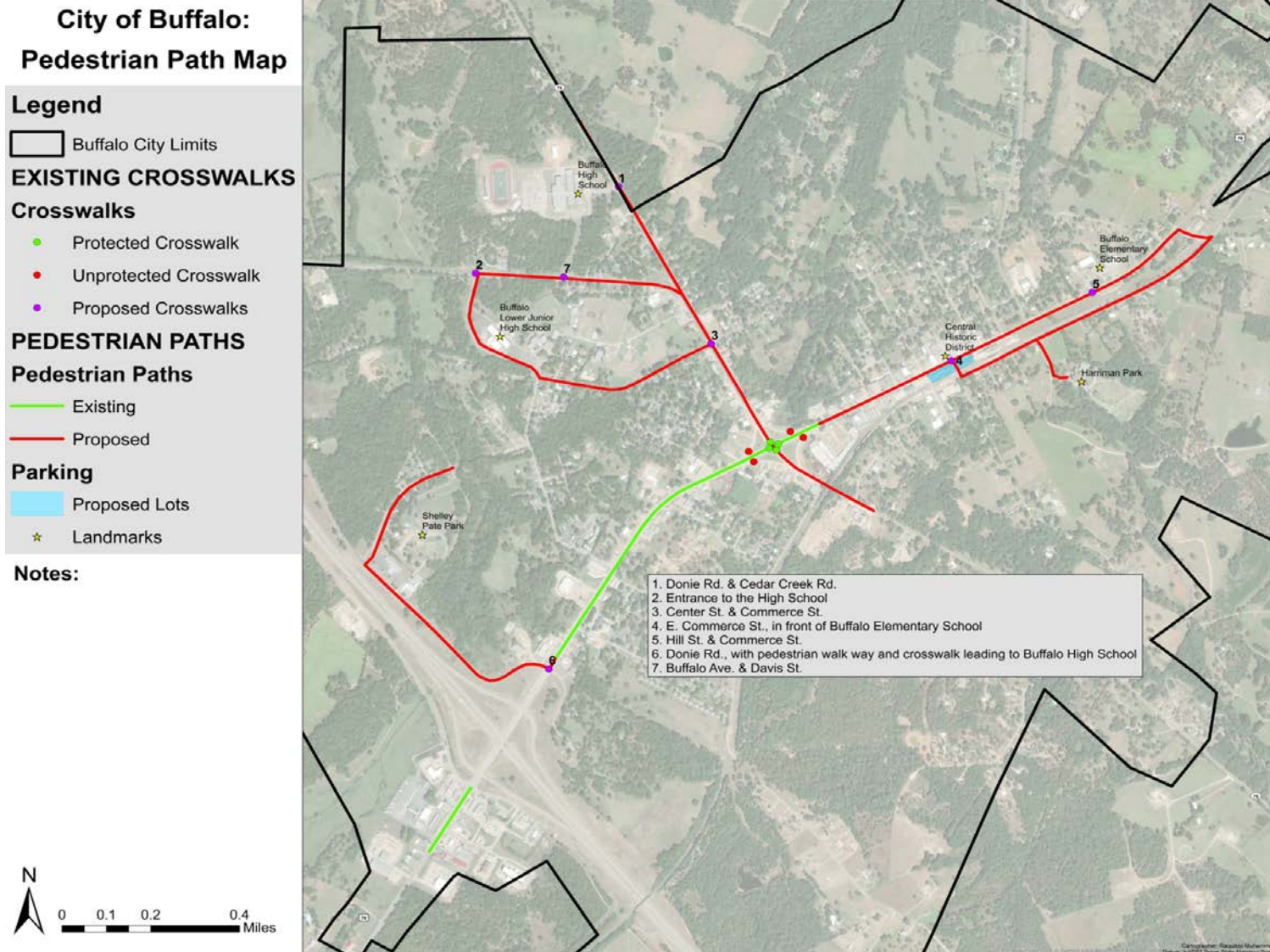


Figure 4.19 Pedestrian Path Improvement Map

## Goals and Objectives

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### Goal 4.1 – Increase mobility and accessibility

**Objective 4.1.1** – Improve roadway conditions and create maintenance schedule.

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**Objective 4.1.2** – Coordinate with state, county, and local agencies to incorporate mobility projects in long-range planning documents.

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**Objective 4.1.3** - Plan and construct future transportation projects in accordance with the developed Plan and use context-sensitive design to accommodate expected types and levels of traffic.

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**Objective 4.1.4** – Work with regional transit agencies to establish limitations and needs of existing transit.

---

### Goal 4.2 – Increase safety along key thoroughfares

**Objective 4.2.1** – Provide a safe crosswalk for children walking to school.

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**Objective 4.2.2** – Divert freight traffic away from residential and pedestrian areas.

---

**Objective 4.2.3** – Incorporate signage to warn drivers and pedestrians of potential dangers.

---

**Objective 4.2.4** – Create buffers along the roadway to prevent pedestrian/bicyclist crashes.

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### Goal 4.3 – Establish connectivity and promote walkability from local parks to neighboring residences

**Objective 4.3.1** – Develop a bicycle and pedestrian master plan

---

## WORKS CITED

i] TxDOT Online Design Manual Available at [http://onlinemanuals.txdot.gov/txdotmanuals/rdw/urban\\_streets.htm](http://onlinemanuals.txdot.gov/txdotmanuals/rdw/urban_streets.htm)

ii] A Policy on Geometric Design of Highways and Streets, AASHTO. Available at [https://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3\\_lanewidth.cfm](https://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_lanewidth.cfm)

iii] Walkways, Sidewalks, and Public Spaces. Available at [https://safety.fhwa.dot.gov/ped\\_bike/univcourse/pdf/swless13.pdf](https://safety.fhwa.dot.gov/ped_bike/univcourse/pdf/swless13.pdf)

**CHAPTER 5**  
**ECONOMIC**  
**DEVELOPMENT**



The purpose of this chapter is to provide the city of Buffalo with guidance and recommended actions to encourage and direct future economic growth for the community. These recommendations are intended to be used as complementary strategies to the ongoing work by the Buffalo Economic Development Corporation (EDC). This chapter consists of a summary of the public feedback received during the creation of this plan, analyses conducted to identify growth areas and supporting policies, as well as discussion of opportunities identified through scenario analyses. This process resulted in a list of goals, objectives, and action steps to encourage and direct growth.

## Current Condition

The City of Buffalo sits at the crossroads of two major thoroughfares for the state (see Chapter 4). As such, the City has the potential to see economic growth over the next 30 years. Given this high level of accessibility, it is no surprise that current industries are concentrated in construction, utilities, extraction, and retail trade. Buffalo leads Leon County in these sectors. Buffalo also has a strong public administration employment sector relative to the state. The data indicate that these industries are expected to grow.

***“Buffalo has a unique economic opportunity with its location. We want to be the economic hub for the County.”***

On the other hand, there are few workers (82) that live *and* work in Buffalo (see Figure 5.1).<sup>1</sup> Most workers employed in the city lived outside of the city limits and commuted in (1,468). Similarly, there is a considerable number of residents that live in Buffalo but work outside of the city (311). There is an opportunity for additional housing and amenities in the community to attract employees to live within the city limits.

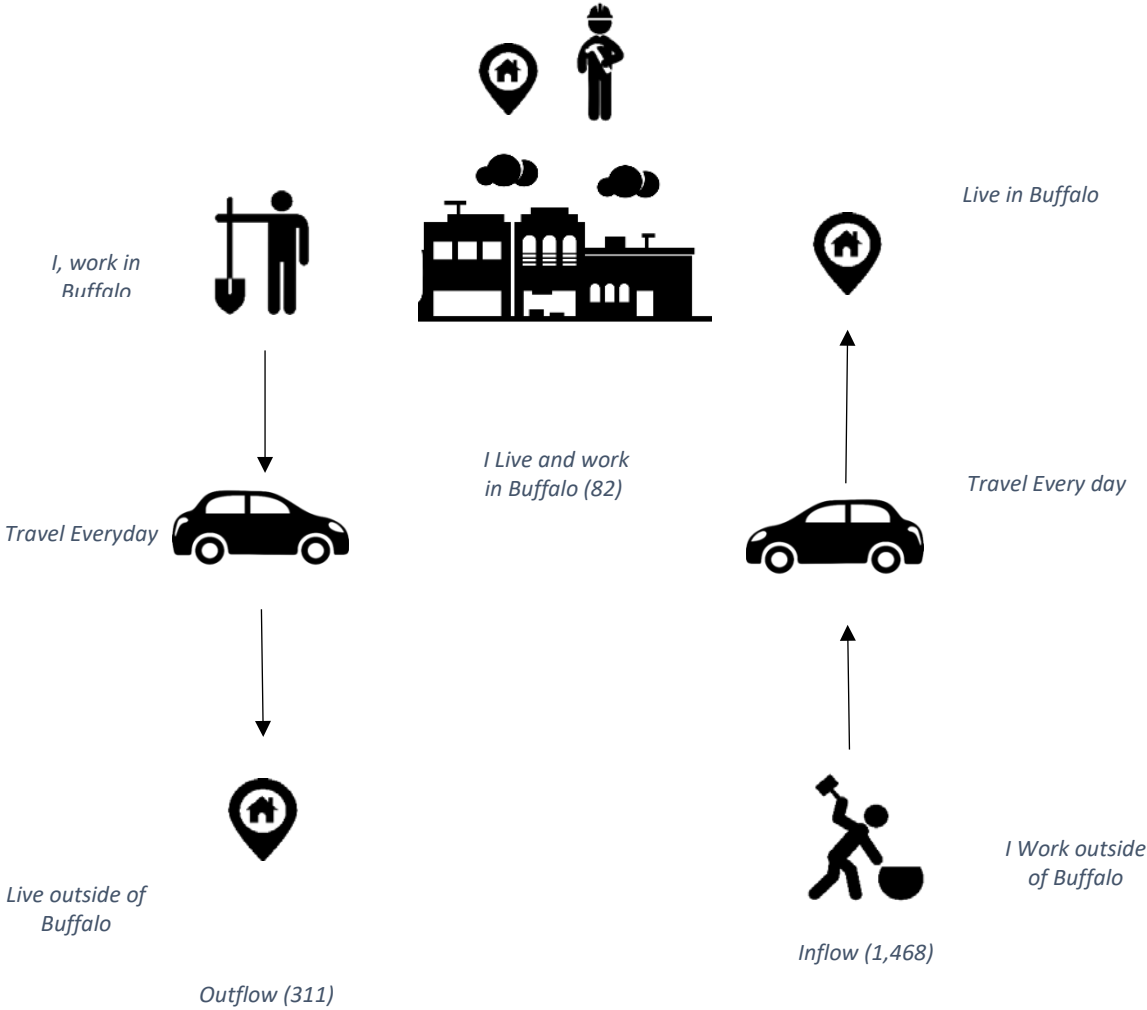


Figure 5.1. Inflow and Outflow Analysis. Source: U.S. Census Bureau, Center for Economic Studies

Additionally, the commuting tendencies of residents and non-residents have a direct effect on the retail sector through sales tax revenues. Any dollars spent outside the city are lost and referred to as “leakage” (see Figure 5.2). In Buffalo’s case, most of the retail sectors, such as automobile dealers, clothing stores, and department stores, are experiencing leakages to neighboring communities and opportunities for growth.

There are several basic industries in Buffalo, or export industries that serve areas outside the city. Buffalo’s basic industries include Mining, Quarrying, Oil and gas extraction, Utilities, Construction, Manufacturing, Retail Trade, Arts, Entertainment, Recreation and Public administration. Current demands for jobs, as well as future demand for additional jobs, in the market, will match or complement the existing industries that are driving the economy today.

Alternatively, non-basic industries only serve consumers within their local area.

Buffalo’s non-basic industries include Agriculture, Forestry, Fishing, Hunting, Wholesale trade, Transportation, warehousing, Information technology, finance and Insurance, Real Estate and rental, Leasing professional, Scientific and Technical services, Management of companies and enterprises, Admin, Support and Waste Management, Educational Services, Healthcare and Social Assistance, Accommodation and Food Services.

The city should recruit and attract complementary industries that will provide jobs to match the skillset of the residents and economic characteristics of the city.

### Leakage/Surplus Factor by Industry Group

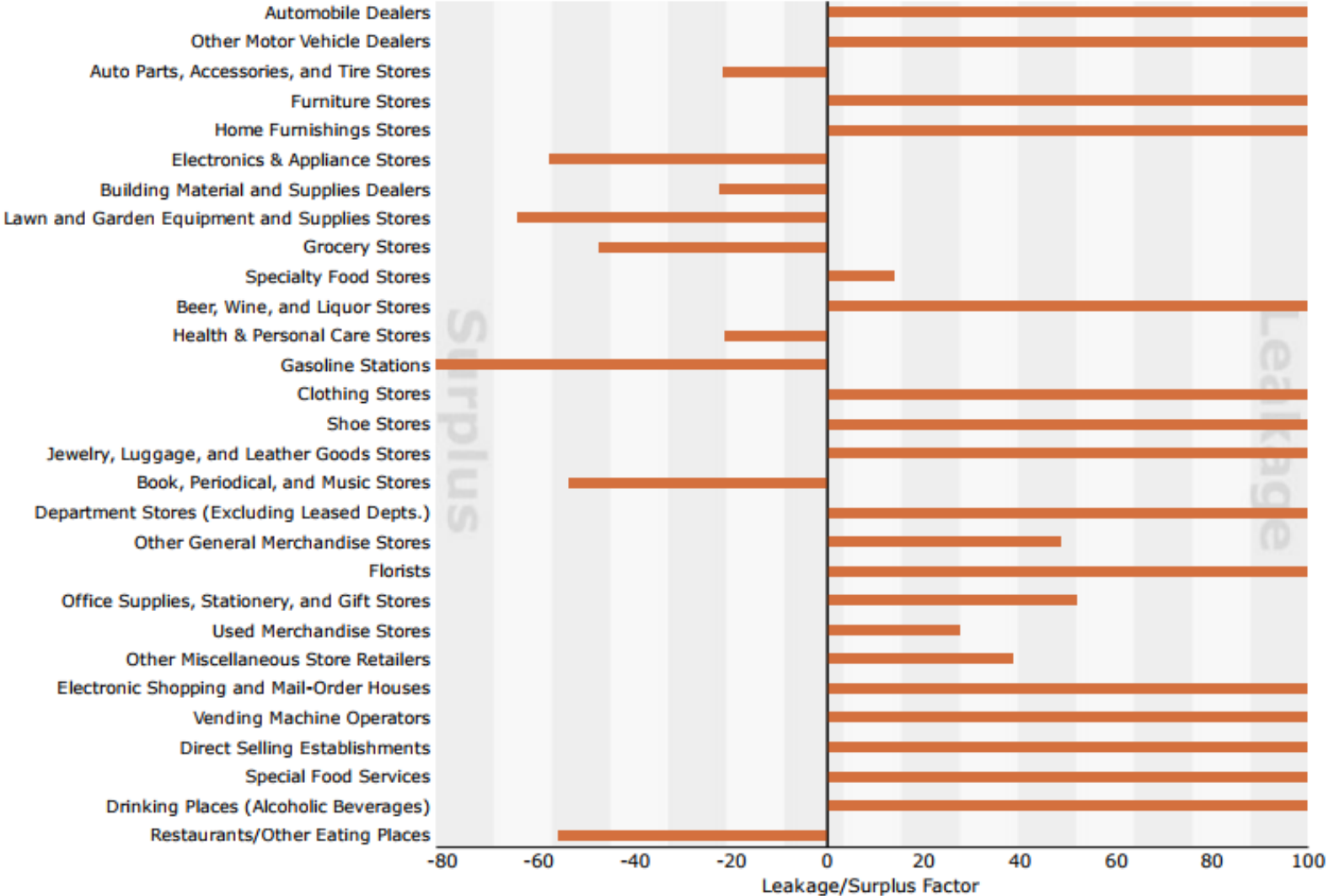


Figure 5.2. Leakage/ Surplus Factor by Industry Group. Source: ESRI Business Analysis (2014)

## Public Feedback

Along with current conditions, the city heard from the public on priorities for economic development:

1. Attract and retain new industries, especially heavy commercial and industrial
2. Increase tax base through expansion of city limits
3. Promote retail sector growth (e.g., grocery stores, department stores, etc.)
4. Use economic development to generate housing demand
5. Higher-than-average land values along the access ramps to I-45 and land on SH 75 north of the city center, deterring developers.

This chapter aims to address each of these priority issues for the community.

## Recommendations

The Buffalo economy holds excellent potential for future growth and, by building upon assets, residents can create a viable economy able to sustain growth and serve the community. Throughout the community engagement process where primary and valuable information was received from the residents, the following strategies have been devised to meet their needs. Plans will consist of attracting new businesses into the city by establishing big-box development along the highway to increase service delivery. Buffalo will also look to expand their tax base by attracting industries that will add jobs such as a distribution center. The city of Buffalo will also explore its annexation powers to make future development possible in areas that might be more suitable outside the city limits. An aspirational goal will be to revitalize the old downtown corridor Main Street to repair the once thriving

activity center. This will ensure equal and adequate maintenance in public services for both existing and future development.



*Figure 5.3. Discussion on economic development in Buffalo at a public meeting*



## Economic Leader

Buffalo is an economic leader for Leon County. The City aims to build on existing assets to build a strong economic foundation. The following objectives are strategies to attract new industries and set up Buffalo as the economic leader for the region.

## Interagency Communication

The Buffalo Economic Development Corporation (BEDC) provides resources and information on potential development opportunities. The City should work closely with the BEDC to determine the future of the Leon county airport. As only one of two counties in the state without a general aviation airport, communication between Leon County, the Federal Aviation Administration (FAA), and the EDC could be beneficial to attracting new industries. Lastly, communication between the City and Union Pacific (UP) could open new possibilities in attracting

industries that would benefit from rail connections.

## Encourage Industrial Growth

To attract growth, the City can use temporary tax abatements where appropriate. Typically, economic development occurs where there is a combination of accessibility, work force, and adequate utilities. By offering temporary tax abatements, employers can establish services at a lower cost in Buffalo than they could somewhere else along I-45. While the City would not receive property taxes for these new industries, they would receive the positive externalities. This includes the added demand for housing and service sector businesses, which would provide additional property tax and sales tax revenues to offset unclaimed property tax revenues.

Another possibility is to add a foreign-trade zone (FTZ) in a designated industrial area. Whenever businesses import goods in the U.S., they are subject to any

applicable custom duties. By creating an FTZ, industries are allowed to use imports duty-free in a production process and reship them internationally. These zones are required to be in an enclosed area treated as a public utility. For this reason, these are typically found around airports. In coordination with Leon County and the FAA, an adjacent FTZ could attract new industries.

## Innovative Funding Mechanisms

This plan recommends exploring and using value capture mechanisms to generate additional funding and to direct the value of growth to designated locations. To do this, the plan recommends the establishment of special taxing districts, such as Public Improvement Districts (PIDs). These types of districts levy an assessment to property owners in areas that directly fund infrastructure improvements in those areas. Other types of value capture mechanisms, such as Tax-Increment Financing (TIF), capture incremental

values resulting from infrastructure investments, such as new highway investments by TX DOT.

### Capitalize on Assets

The second economic development goal is to support existing assets to revitalize the US 79 commercial development from West Commerce Street to Lanely Road. This plan refers to this area as the “Main Street” or the Historic Commercial District (Chapter 3). This area is home to many historic commercial buildings that represent the historical identity of Buffalo. As such, this plan recommends using strategies to support existing businesses and attract new businesses to the Main Street development.

The City can create a special overlay zone, which sets unique

building codes for properties in that zone. This can be coordinated with the Texas Historical Commission to designate historic properties in the area and could open up additional funding. Also, the city should communicate with Union Pacific on the possibilities of main street activities along the rail right-of-way.

### Support Existing Businesses

The plan recommends building strong relationships with local business owners and providing resources and assistance by assigning a staff person from the City or BEDC. Further the city can work with BEDC and BVCOG to assist with finding and writing grants and other training opportunities for businesses. The plans also suggest exploring support for new and existing businesses through Small Business Development Centers.

**Small Business Development Centers** provide assistance to small businesses and aspiring entrepreneurs throughout the United States and its territories, and are administered by the Small Business Administration (SBA)

<p><b>Case Study :</b> <a href="#">Downtown Redevelopment, Greenville, Kentucky</a>  <b>Population:</b> 4,312 (2010 Census)</p>	
<p><b>Summary:</b></p> <p>The Main Street in downtown Greenville, Kentucky had deteriorated sidewalks, vacant storefronts, and dilapidated buildings. The city started the initiative to revitalize the downtown area in 2007. The plan created to revitalize the main street included downtown redevelopment, streetscape improvements, green space preservation and establishment of festival programming.</p>	<p><b>Funding:</b></p> <p>Over the span of five years, a total of 1.6 Million was fundraised and allocated towards local redevelopment, streetscape, and recreational improvements. The city also implemented a restaurant and local tax to fund a Tourism Commission, with support from the community it was passed. Kentucky's Transportation Enhancement Program, the Safe Routes to School Program, the Land and Water Conservation Fund, revenue generated from the local Tourism Commission and donations from residents.</p>
<p><b>Outcomes:</b></p> <p>Redevelopment of the Main Street in downtown to be a space of gathering for social events. The City hosts "Saturdays on the Square" for free summer music series featuring live bands; more than 8,000 people have gathered for the music festival. Nine new businesses have been established creating new jobs in the local economy. These businesses include two new restaurants, two gift shops, a woman's apparel store and a costume/accessories shop.</p>	

<p><b>Case Study:</b> <a href="#">Economic Development Revitalization, Douglas, Georgia</a>  <b>Population:</b> 12,000</p>		
<p><b>Summary:</b></p> <p>In the past Douglas economy was based in agriculture but transitioned to manufacturing industry. The Economic Development Authority focused on recruiting industrial employers including a Wal-Mart distribution center. Despite these successes, the manufacturing jobs declined and lost about 700 jobs by 2003. Douglas set out to reorient their industry towards supporting small and local businesses. This strategy would lead to support a diverse economy and also provide services that would attract industrial employers.</p>	<p><b>Partners:</b></p> <p>Required cooperation from the city, county, business community, education institutions, and civic leaders and the Douglas-Coffee County Chamber of Commerce. The Chamber provided programs to experienced business owners, gave discounts and leadership training. Economic Development Authority. The director created a guide on how to grow a business in "Coffee County," including local resources, permitting and zoning processes, tax policies, and steps to get business loans.</p>	<p><b>Funding:</b></p> <p>To reduce the high vacancy rate, a Main Street Program was launched to revitalize the old downtown. A façade grant of \$10,000 from the City and Economic Development Authority provided matching grants for 20 façade improvements and ten years later, 20 more. City applied and received a Federal Transportation Enhancement grant of \$850,000 and local matching grant of \$321,327 for streetscaping.</p>
<p><b>Outcomes:</b></p>	<p>The façade improvement and streetscape project created a community gathering space downtown. The downtown market was filled with local vendors, artists, and farmers held every month. The mixed-use and historic character to continue the redevelopment of vacant sites was added to the comprehensive plan. At the end of 2012, 12 newly opened businesses decreased the vacancy rate from 25 percent to 6 percent. Efforts created 800 new jobs for small businesses and entrepreneurial start-ups.</p>	

## Marketing Campaign

To attract businesses, this plan recommends working with BEDC and creating a board to oversee Main Street development and activities. The board should also oversee creating and contracting marketing materials to advertise Main Street to potential developers and the community. The local businesses should also be encouraged to promote online through variety of social media outlets.

The City is also home to the Leon County cattle auction. This auction attracts thousands from around the county every month, who will spend money at Buffalo businesses. The City and BEDC together need to continue to promote the cattle auction and find opportunities to leverage and build on this event.

## Goals and Objectives

**Goal 5.1: Buffalo as the economic center for Leon County, as a provider for residents and destination for visitors.**

**Objective 5.1.1:** Encourage industrial sector growth along key transportation thoroughfares

**Goal 5.2: Support and build on the existing economic assets**

**Objective 5.2.1-** Establish a “Main Street” district along U.S. 79/ West Commerce Street from Lanely Rd. to Fairfield St. as a thriving and business-friendly historic district

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**Objective 5.2.2 –** Support local businesses in to ensure that they remain part of the market and further their growth

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**Objective 5.2.3 -** Create a marketing campaign to attract businesses and investors and visitors.

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<sup>i</sup> ESRI Business Analyst (2014)

# CHAPTER 6

# HOUSING



Over the last 25 years the City of Buffalo has experienced a housing shortage. This chapter examines the housing needs of the community and recommends strategies to increase housing opportunities within the city. These recommendations are intended to be used strategically to complement work by the Buffalo Economic Development Corporation, TX DOT, and housing authority of Buffalo. This chapter summarizes the public feedback received, highlights areas of interest, and recommends housing policies.

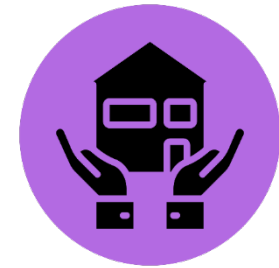
### Current Housing Stock

Housing construction in Buffalo peaked in the 1980s. Unlike Leon County and the State of Texas, less than 20% of Buffalo's current housing stock was constructed within the past 27 years. The majority of the city's housing units were built between 1960 and 1990. After 1990 there was a decline in

the construction of new houses. Today, 60% of households in Buffalo are single-family homes, 26% are mobile homes, and 14% are apartments. The majority of housing is owner-occupied and 30.70% are renter-occupied homes. There is a vacancy rate of 4.2%, indicating the need for new housing.

There are two affordable housing communities within the city. One community is located at 304 North Center St and is comprised of twelve duplex apartments. The second community is located at 200 Bess St and consists of ten duplex apartments.

*"We want good quality homes; there is a need for mid-range homes in the community."*





## Public Feedback

The citizens of Buffalo expressed the need for affordable housing options for moderate to low-income residents. According to the community the shortage of housing detracts incoming residents from obtaining a job within the city limits.

The following comments were recorded during the meetings with the public and the Advisory Committee:

- There is a need for adequate, good quality, affordable single-family homes to attract more businesses.
- Neighborhoods need to become more aesthetically pleasing.
- There is a need for good quality and affordable apartment/duplex homes designed for the working class.
- There is a need to provide housing options near community facilities.

Based on these recommendations, goals, and objectives were drafted. These ideas coincide with the goals and vision statements that the community of Buffalo previously outlined.



*Figure 6.1. Residents discuss housing needs at a public meeting*

***“It’s difficult to find a decent quality, affordable and desirable home”***

## Land Suitability Analysis

Housing is the primary concern of the people of Buffalo. A suitability analysis was used to illustrate the most suitable areas for new residential development. To build the suitability map, a matrix of criteria specific for residential development was created (Table 6.1). Available data and literature were used to determine residential suitability (Figure 6.2).

The new residential areas on the Future Land Use Map are based on the suitable areas outlined on the suitability map (see Chapter 3).

<i>Metric</i>	<b>Criteria/Distance (Mile)</b>	<b>Suitability Score</b>
<i>Flood Plain</i>	1	2
	More than 1	1
	100 and 500-year zone	0 (Restricted)
	0.02	1
	0.06	2
	0.1	3
	0.25	4
<i>Land use</i>	More than 0.25 (99)	5
	Already Developed Land (Except Residential)	0 (Restricted)
	Undevelopable, Roads & Streets	
	Public Facilities, Cemetery	
	Residential, Open Space, Infill Lots	1
	<i>Infill Development Lots</i>	Yes
No		1
<i>Soil Type</i>	Water	0 (Restricted)
	Poorly drained	1
	Somewhat Poorly Drained	1
	Moderately Well Drained	2

<i>Metric</i>	<b>Criteria/Distance (Mile)</b>	<b>Suitability Score</b>
<i>Proximity to schools</i>	0.1	5
	0.25	4
	0.5	3
	0.75	2
	More than 0.75 (99)	1
<i>Proximity To parks</i>	0.1	5
	0.25	4
	0.5	3
	1	2
	More than 1(99)	1
<i>Railway</i>	0.15	1
	0.25	2
	0.5	3
	0.75	4
	More than 0.75 (99)	5
<i>Major Roads</i>	0.1	5
	0.25	4

Table 6.1: Matrix for Residential Suitability

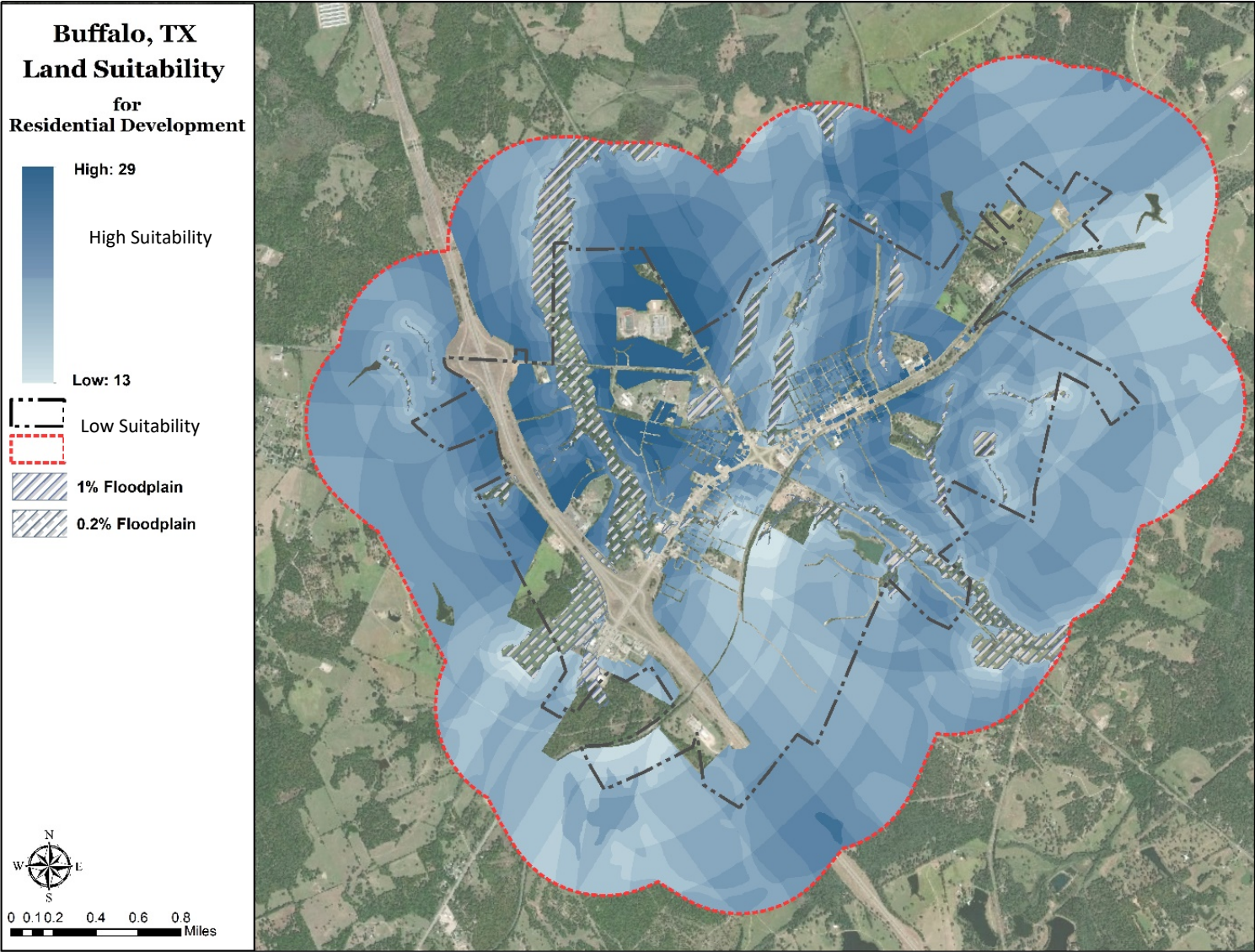


Figure 6.2. Land Suitability for Residential Development

## Recommendations

The recommendations focus on a balance of new quality housing and facilitating the maintenance and quality of existing housing. The locations of long-term housing are identified in the Conceptual Future Land Use Map that include new residential developments and infill opportunities within the city limits.

### Housing quality

The City seeks to improve the housing condition in existing neighborhoods and maintain the quality of homes in new development. To improve existing housing conditions the City will establish a home renovation program to incentivize homes repairs. The City will also promote programs within the Texas Department of Housing and Community Affairs who offer the Homeowner’s Rehabilitation Assistance Program. The City will also work with USDA to explore opportunities for funding like the Home Repairs Loans and Grants program.

The City will develop building codes that require the repair or demolition of substandard and dangerous structures to ensure structural integrity of the building. Ensuring buildings are up to standard helps to maintain property values and foster the health, safety and welfare of residents.

Currently, there are several ordinances that target weeds, grass and rubbish accumulation. There is a need to enforce existing ordinances and draft and adopt additional citywide maintenance codes for exterior and yard standards.

#### **The Homeowner Rehabilitation Assistance program funds:**

1. Rehabilitation or reconstruction of owner-occupied housing on the same site
2. New Construction of site-built housing on the same site to replace an existing owner occupied Manufactured Housing Unit (MHU)
3. Replacement and relocation of existing housing located in a floodplain to a new MHU or New Construction of housing on an alternative site
4. New Construction or a new MHU to replace a housing unit that has become uninhabitable as a result of disaster or condemnation by local government
5. If allowable under the Notice of Funding Availability (NOFA), refinance of existing mortgages meeting federal requirements.

*More info:*

<https://www.tdhca.state.tx.us/home-division/hra.htm>

The City will work with the city attorney to draft ordinances and regulations to deal with abandoned properties. The City will create a vacant property registration ordinance requiring owners of vacant property to register with the City and provide contact information to serve notice on the owner as needed.

### Diverse Housing Options

The current housing units are mostly single-family and manufactured housing (Figure 6.3). There is a need to develop a more diversified housing stock in Buffalo with emphasis on housing cost and type. Diversifying the City’s housing stock will provide a wide range of housing options for a variety of ages and income groups. The City can adopt an inclusionary housing development policy that requires private developers to set aside units for affordable and moderate-income households.

### Workforce Housing Options

Buffalo is attracting people from the region for various employment opportunities. To ensure that these individuals remain in the city there is a great need to develop affordable housing opportunities. The City will collaborate with the Economic Development Corporation to strategize coordinated efforts to bring mixed-income housing projects that include workforce housing.

### Community Land Trust Options

Another option to keep housing more affordable include the development of community land trusts to increase sustainable affordable housing. This option allows ownership of the land remain with the land trust while the physical structures built on the property can be bought and sold. Land trust programs are beneficial in that they lower cost for buyers and ensure long-term affordability.

### Attracting Developers

The City will work with the Appraisal District to retrieve data on all City parcels. This information will be comprised and used to identify lots suitable for housing development. The City will maintain and update maps along with utility locations. This information can then be marketed to developers to increase new housing opportunities throughout the city. To attract developers, the City should develop a streamlined application and permitting process. The City can identify and coordinate with construction companies and market their services to be readily available for new housing construction opportunities throughout the city.



## Infill Development

Infill development is the process of developing vacant or under-used parcels within existing developed areas. The city of Buffalo has 184 underused or vacant plots that have the potential to be used for infill development (Figure 6.4). Based on the Conceptual Future Land Use Map there are 17.35 acres in commercial and 54.33 acres in residential land use. Infill development provides a solution for the housing problem in Buffalo and reduces the amount of land needed for annexation.

This plan recommends accommodation of housing in the Main Street district, through infill or by mixed-use buildings, which would allow for a range of housing styles including single-family detached, single-family attached, and apartment style homes. Housing in the Main Street area will add vitality to the district. The City can require any infill developments to complement the character of the surrounding neighborhood. This

will help maintain the small-town charm of Buffalo.

The City will provide incentives to encourage property owners to develop infill properties. One approach is to utilize tax increment financing.

Minimum lot size required for household with three people is 0.25 acre.

Based on available residential acreage data the total number of houses that can be built within the city is 217, or 651 people.

### BENEFITS OF INFILL DEVELOPMENT

**Environmental Benefits:** Infill development preserves vital land to maintain scenic landscapes agriculture as an economic mainstay and natural and environmental assets. Infill creates walkable and bikeable communities and reduces the reliance on the automobile. Compact development can minimize trip generation and reduce driving. This improves the air quality and reduces greenhouse gas emissions.

**Economic Benefits:** Infill development encourages growth in designated growth areas where there is existing infrastructure already in place. This is more efficient investment. Additionally, residential infill development can expand homeownership, mixed-use development, and increase a community's tax base.

**Historic preservation benefits:** Historic Preservation can be implemented as a form of infill development to provide usable and attractive buildings on existing developed land. Adaptive reuse of historically important buildings and sites can offer economic development opportunities and cultivate the growth of heritage.



Figure 6.3. Existing Residential Areas in Buffalo

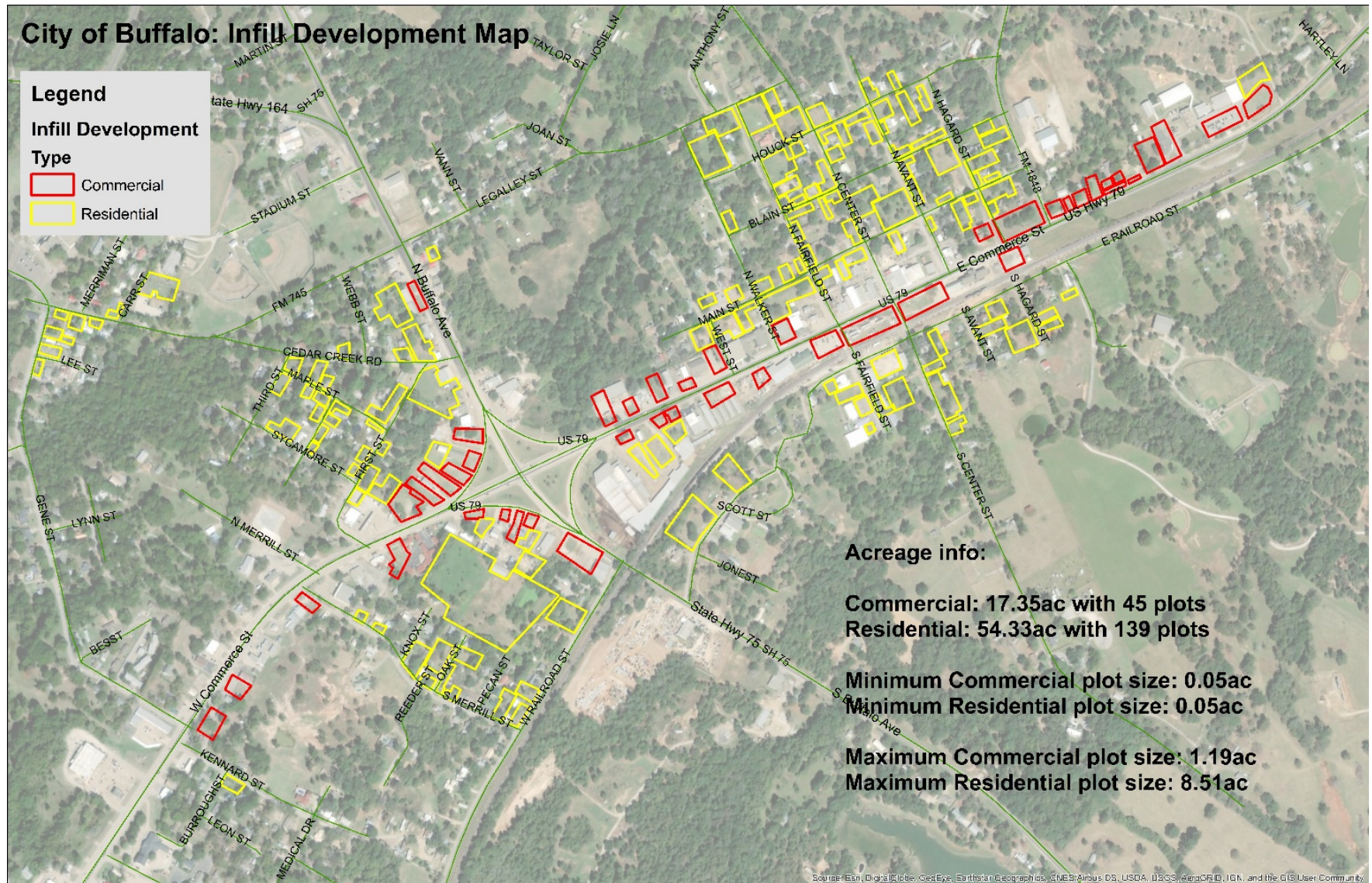


Figure 6.4. Infill development Opportunity Map



## Sustainable Homes

Providing high-efficiency homes can facilitate affordable living. Green building strategies reduce ongoing maintenance and operation costs. Daylight, operable windows, and nontoxic paints are a few sustainable techniques that create a healthy living. The City can advocate and promote these strategies through an expedited permitting process and tax credits.

### Strategies for Sustainable Homes

**Nontoxic Paints:** Reduce the lead based paint usage within houses by coordinating with Texas State Health Department or HUD- through the “Lead Based Paint Hazzard Control” grant program.

**Water Conservation:** Install highly efficient water fixtures in kitchen, showers, and toilet to prevent excessive usage of water.

**Energy Efficiency:** Design new residential buildings to provide a Home Energy Rating System (HERS) score of 60 or lower. Partner with electric company and Gas Company to increase energy efficiency of homes.

**Efficient Lighting system:** Install highly efficient light fixtures, that are Energy Star Rated ([www.energystar.gov](http://www.energystar.gov))

**Indoor Air Quality:** Follow ASHRAE (American Society of Heating, Refrigerating and Air-conditioning Engineers) guidelines while constructing new residential buildings to maintain indoor air quality.

**Solar Panels:** Install solar panels to reduce energy consumption and electricity bills.

## GOALS & OBJECTIVES

**Goal 6.1: Maintain quality standards of housing in new and current homes.**

**Objective 6.1.1-** Establish a home renovation program through tax incentives, grants, or other incentives, along with maintenance code enforcement.

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**Objective 6.1.2-** Pass regulations that deal effectively with abandoned homes and problem properties.

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**Objective 6.1.3-** Explore sustainable strategies to reduce energy consumption and save money in houses in the City.

**Goal 6.2. Ensure Buffalo's future housing stock relies upon investment in new diverse housing options affordable to all income levels.**

**Objective 6.2.1-** Expand housing diversity by cost and type.

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**Objective 6.2.2-** Encourage infill development in existing neighborhoods.

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## CHAPTER 7

# COMMUNITY FACILITIES

Community facilities like parks, schools, fire and police services and public utility services are an essential part of the City. This chapter provides information regarding the current conditions of Buffalo's community facilities as well as provide recommendations to identify strategies that will guide future decisions about siting, acquisition, co-location, programming, design, and construction of built spaces. Having access to quality public facilities plays a role in making Buffalo attractive for future residents.



***“We want to better utilize our assets, our facilities.”***

***“We want better quality of life”***

## Current Conditions

Community facilities covered in this Chapter include:

1. Schools
2. Fire Station
3. Police Station
4. Health Services
5. Parks

## School District

The Buffalo Independent School District serves as the public education system for Buffalo and has the following schools:

- Buffalo Elementary
- Lower Junior High
- Upper Junior High
- Buffalo High School

Buffalo Junior High has two separate buildings that split the grades into 4<sup>th</sup> – 5<sup>th</sup> to serve as intermediate school and 6<sup>th</sup> - 8<sup>th</sup> as the middle school. In 2010, Buffalo High School and Buffalo Junior High

both received a “Recognized” rating from the Texas Education Agency (TEA). Buffalo Elementary has received ‘Recognized’ rating from the TEA since 2007. The quality education system serves as an attraction to draw more families into the city.

## Fire station

The Buffalo Volunteer Fire Department is located at the center of the city, at 223 Main Street. The department consists of 13 volunteer firefighters and two non-fighting support personnel. The department has served the community for over 50 years through Fire and Rescue Services covering over 180 Sq. Miles of Leon County Texas. The estimated population of the fire district is 2,400 residents including 1,906 within the City of Buffalo. The Fire Department is a volunteer organization that primarily depends on the City for funding. Annually the City receives approximately \$140,000 in grant funding from the City. Additional

fundraising events are held yearly to cover the remaining costs.

As per 2015 National Fire Protection Association (NFPA) standards, for a population of 1000 people, 3 full-time firefighters are needed. Therefore, since the population of Buffalo is more than 1000, there is a need for 3 full-time firefighters.

The response time of the fire department mainly depends upon the time for firefighters to reach the station and the apparatus and the travel time for the apparatus to reach the scene. Other conditions limiting the effectiveness of the response time include road conditions, driver training, equipment type as well as condition, station access and drive distance. The Response Time map (Figure 7.1) illustrates that the average response time for the city of Buffalo fire department is between 5 to 10 minutes.

## Police station

The Buffalo Police Department is located at the center of the city, at 144 Avant Street. The department consists of four full-time officers, one part-time officer, and five reserves. County agencies reported an average of 2.7 officers per 1,000 inhabitants.<sup>i</sup>

The department’s primary jurisdiction for service is within the city limits. The City of Buffalo is the primary source of funding for the police department.

The average response time is between 30 seconds to 3 minutes (from Buffalo Police Department). The total response time is calculated from the time a call taker answers the call for service to the time the first police officer arrives on the scene. It also depends upon the availability of an officer. The latest crime data estimates that there have been approximately 276 crimes in Leon County with a population of 17,945.

## Health Services

The City of Buffalo lacks a hospital with the average commute of one and half hours to College Station, to obtain access to suitable medical facilities.

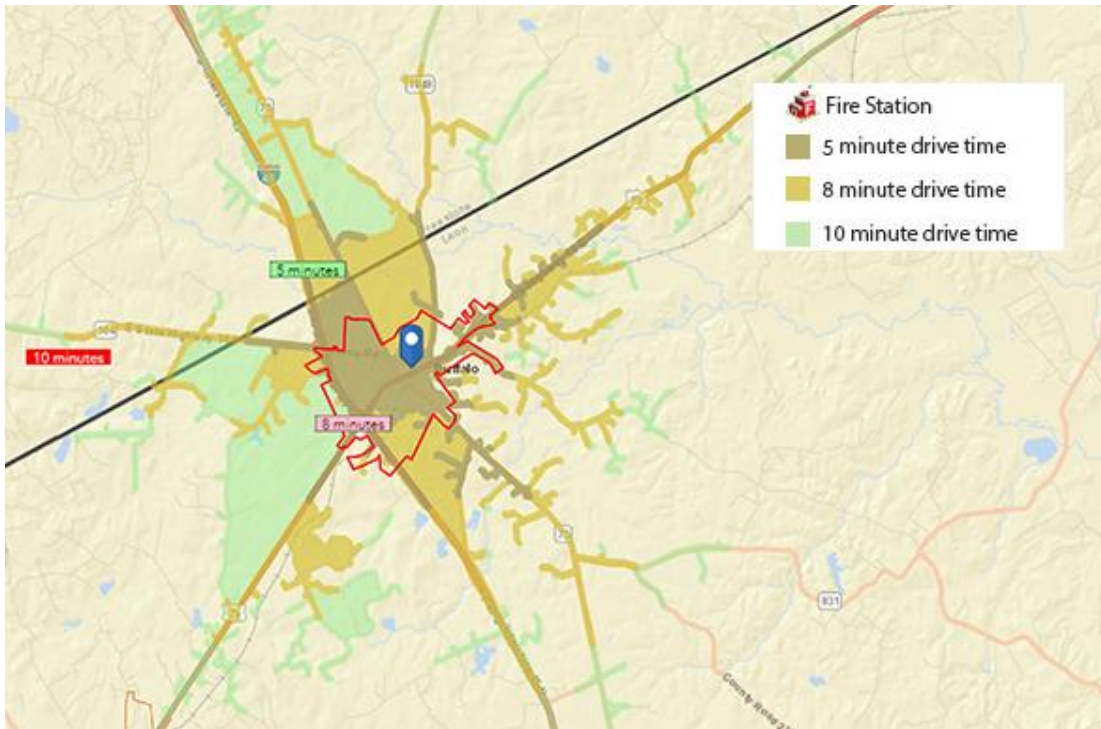


Figure 7.1. Fire Service Response Time Map

## Parks and open space

Buffalo has 40 acres of parkland per 1000 residents which is more than four times the minimum required parkland suggested by the National Recreation and Park Association. Though there is no obvious shortage of parkland in Buffalo there is an opportunity to improve the maintenance of the existing parks.

Site visits and meetings with current residents determined that there are several areas that need improvements in the existing park facilities. First, there is currently not a safe walkable route to the parks from the neighborhoods. Shelley Pate's Park primary access is from I-45 frontage road, and Harriman Park is disconnected by the railway on the northern side. Thus, both parks are disconnected from the rest of the town indicating there is a need to develop a strategy to increase accessibility.

Second, the only water based recreational facility is the splash pad in the Shelley Pate Park (Figure

7.2). The residents stated their desire to have a community-sized swimming pool and sports facilities.

The parks have the following recreational facilities:

### Shelley Pate Park:

- 1 splash pad
- 2 tennis courts
- 1 basketball court
- 1 baseball field

### Harriman Park:

- 2 Playgrounds
- 3 Baseball fields



Figure 7.2.Splash pad in Shelley Pate Park



Figure 7.3.Playground in Harriman Park

## Recommendations

Buffalo is committed to providing an essential level of service to residents. The City seeks to develop strategies to offer quality and accessible services well into the future.

## Safety Services

Public safety is paramount to the City. The City recognizes the need to update, maintain, and expand safety services. The City should review the existing fire service facilities to achieve Class 3 Fire Protection Rating. Buffalo Fire Department has an Insurance Service Office (ISO) rating of 6 which is considered as a moderate rating. In Buffalo, the current ISO rating is based on 1995 survey. There is a need to re-evaluate to consider any improvements that may have been made that will increase the ISO rating of the City.

### Insurance services office (ISO)

ISO is an advisory organization that primarily deals with property and casualty insurance industry. The organization provides inspection services.

**Public protection classification system (PPC):** PPC is the system developed by ISO to reflect a community's local fire protection for property insurance rating. The system is used by all top insurance companies in the United States except State Farm, whose classification system is based on subzones. The ISO rating is classified from 1(best) to 10(worst) rating system. The schedule of Iso fire rating system mainly depends upon water distribution, fire department equipment, manpower and fire alarm facilities of a community's fire protection capability. The best ISO score in Texas is 104.26, which consists of 10 points for receiving and handling fire alarms, 40 points for water supply, 50 points for fire department capabilities and 4.26 points for "Texas Exceptions" that give extra credit for compressed air foam systems.

The insurance premium of homeowner depends upon the PPC rating of ISO. If the community improves its PPC rating, then the premiums insurers charge will be decreased. If PPC rating of community deteriorates, then the premiums will increase. The assigned rating will also depend upon the distance between individual building and fire station. Any building which more than five miles from the fire station or outside of the fire protection boundary will be rated a 10.

Source: Texas Department of Insurance  
<http://www.tdi.texas.gov/fire/fmppcfaq.html#a250097> )



To improve Buffalo’s current ISO rating the department will create a document that reviews existing fire facilities. Assistance to Firefighters Grants can be utilized to improve or add facilities equipped to meet the operational needs of the department, including training, and fire equipment service, and repair.

The City strives to maintain a 5 minute response time/coverage for the majority of development within the city limits for fire and emergency calls. The City will consider a future long-term goal of building a new facility to serve police, fire, and EMS with adequate area for training, parking and a helipad. Further, the City will adopt and enforce up to date building codes and fire codes.

## Healthy Community

Buffalo is committed to the health and welfare of the community. It seeks to create opportunities to fulfill health and services essential for quality of life of the residents, including medical services, a multigenerational facility, and joint-use public facility.

### Medical Services

The City seeks to bring in additional medical facilities and actively maintaining and expanding medical transport services to support both emergency and non-emergency medical needs of residents.

The City will work with Federal Aviation Administration to improve access to medical care within and outside of the city area through the Air Medical Transport Service.

## Multigenerational Facility

Residents expressed the need for a facility for youth and a day care. Currently, the City of Buffalo collaborates with Leon County to provide many of its human service needs— including care for the elderly. Buffalo Senior Citizen Center is coordinating with the Chamber of Commerce and the Public Library. The City will support and consider expanding the Community Center to increase programs and facilities that cater to all ages. The City will also consider building a multigenerational facility to provide day care, senior care and a youth center. An active well-managed youth center, along with a library, and an indoor games area, can play an essential role in engaging youth, curbing nuisance, and contributing to the overall socio-economic vibrancy of the city.

### Joint-Use Public Facility

The City will consider the usage of public-school facilities as a community asset for purposes more than education. Joint-use is an agreement toward intensifying usage of community facilities, like school buildings and recreational outdoors, for improving public social and physical health activities as well as for leveraging capital investments more efficiently.

The City of Buffalo will take advantage of this strategy for improving public access to the various amenities that the city *already has*, thereby reducing the need to construct and operate additional facilities.

**Case Study:** [Joint-Use of School Facilities, City of Bondurant, Iowa](#)  
**City Population:** 7,300 (2030 Projected)  
Student Enrollment, Grades 9-12: 455 (2014-2015, Source: U.S. News)

Bondurant-Farrar Community School District (CSD) is located in a Fringe Rural setting and actively supports the use of its premises for educational, recreational, civic and cultural uses by the community. The District uses an online Facility Scheduler through which requesters can register and place formal request after filling a registration form requiring pertinent information. The District also maintains an Administrative Guidelines document toward proper community use of District facilities. This document states full information about processes, permitted and restricted activities, fee rates, liability insurance, etc. The District reserves the right to accept, postpone, or deny the request. Prices are charged and vary according to the type of request. Supervising or custodial staffing during events is scheduled as per the discretion of the District.

Partners: Bondurant-Farrar Education Foundation, Bondurant-Farrar High School, City of Bondurant and Bondurant Chamber of Commerce

### Sustainable solutions

The City recognizes the financial and the environmental benefits of using sustainable solutions. To decrease the energy consumption and expense, the City will work towards replacing the high-energy consuming lights with LEDs and installing solar panels in community facilities.

### Enhanced Parks

The City values the existing parks in Buffalo and ensure the continued support and enhancement of Shelley Pate Park and Harriman Park. To enhance more leisure and recreational opportunities, the City will add family-oriented facilities to the existing parks. The residents recognized a demand for water recreational facility, a sports facility and family oriented spaces. Improving the parks will encourage

more usage and create a sense of community.

To assist with funding, the City will organize family-oriented events and games in parks to raise funds. Similarly, the City will look into collaborating with Buffalo ISD to set up events for students to volunteer on park maintenance.

A public-private partnership can play an essential role in funding park enhancement. The City will determine appropriate opportunities for complementary private development that would generate funds to invest in the park systems. One approach can be to encourage wireless providers to lease space within parks, and the lease revenues can improve the park system.

## Goals and Objectives

### Goal 7.1. Adequate public safety for Buffalo's current as well as future residents.

**Objective 7.2.1-** Review and set initiatives for existing Fire Service facilities to achieve and maintain the ISO Class III Fire Protection Rating.

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**Objective 7.2.2-** Maintain 5 minutes response time/coverage for the majority of development within the City Limits for fire and emergency calls: one minute from 911 call to wheels rolling and four minutes total response time.

### Goal 7.2. Opportunities to fulfill basic health and other required services of the city.

**Objective 7.2.1-** Actively maintain and expand medical transport services to support both emergency and non-emergency medical needs of residents.

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**Objective 7.2.2-** Enhance facilities and programs to support senior and youth general state of wellbeing.

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**Objective 7.2.3-** Support safe usage and accessibility of Buffalo ISD facilities for various community activities.

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**Objective 7.2.4-** Consider sustainable solutions for energy consumption and expense.

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**Objective 7.2.5 -** Enhance the parks by adding more family-oriented facilities.

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<sup>i</sup> Uniform Crime Reporting, Federal Bureau of Investigation, 2011.

CHAPTER 8

IMPLEMENTATION



Buffalo's Community Advisory Committee has been heavily involved in the community planning process. Critical to promoting individual accountability and tracking progress, the local advisory committee and city council should take responsibility for the following outcomes:

- All responsible parties have been identified and are capable of performing the tasks at hand
- Benchmarks are realistic, translate across city departments
- Outcomes are reviewed and redefined to work more efficiently in the future

## ACTION LEADERS

Implementation success begins with identifying local leadership. Buffalo's Advisory Committee is best suited to communicate action steps to those responsible parties listed below. Individually defined roles may be found in their appropriate action table sections.

ADM: Staff within City(City Staff)

BUS: Businesses and stakeholders

BEDC: Economic Development Corporation

BVCOG : Brazos Valley Council of Government

BVTD: Brazos Valley Transit District

COC: Chamber of Commerce

COU: Leon County

EM: Emergency Management

FC: Facilities

FD: Fire Departments

GB: Governing Bodies

ISD: School Districts

LGL: Legal

LCAD: Leon County Appraisal District

PD: Police Departments

RAIL: Union Pacific

AIR: Airports

TXDOT : Texas Department of Transportation

## INITIATE

1. Short-term: 0 - 5 years
2. Medium-term: 5 - 10 years
3. Long-term: 10 - 20 years
4. Continuous ("ON-GOING")

# Development Considerations

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
<b>Goal 3.1 Guide the growth of the city according to the vision of the community.</b>						
<b>Objective 3.1.1- Develop land use regulations for the implementation of future land use map.</b>						
Action 3.1.1.1: Create and implement zoning ordinances based on the future land use map (Refer to Future Land Use Map).	X	X			ADM, LGL	TAX; Community Development Block Grant; Community Development Fund; Rural Community Development Initiative
Action 3.1.1.2: Require all new residential development proposed in the 100-year floodplain within the city limits and the ETJ to conform to regulations regarding flood proofing, structure type, minimum elevation, and drainage.	X				ADM, LGL	See 3.1.1.1
Action 3.1.1.3: Adopt and implement subdivision ordinances.	X				ADM, LGL	See 3.1.1.1
Action 3.1.1.4: Hire a city manager/planner to implement the recommendations of the comprehensive plan.		X			ADM	See 3.1.1.1



	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
<b>Objective 3.1.1- Develop an annexation plan to annex properties based on the future expansion needs of the city and the prospects of development within the city’s extraterritorial jurisdiction.</b>						
Action 3.1.1.3: Work with the Leon County Appraisal District to get the updated map of the city limits, with list of all the properties.		X			ADM, LCAD	Planning and Local Technical Assistance Programs
Action 3.1.1.4: Consider annexing land based on the annexation map. (Refer to Annexation Map)			X		ADM, LGL	Business & Industry Program

# Transportation

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
<b>Goal 4.1 – Increase mobility and accessibility</b>						
<b>Objective 4.1.1 – Improve roadway conditions and create maintenance schedule.</b>						
Action 4.1.1.1: Utilize the given instrument (refer to Appendix A) to conduct a road surface assessment for pavement management to get an overview of the street conditions within Buffalo.		X			ADM	Texas Traffic Safety Program
Action 4.1.1.2. : Create project prioritization system to rank new rehabilitation and maintenance projects based on the road assessment, usage and safety issues.		X			ADM, BVCOG	Texas Traffic Safety Program
<b>Objective 4.1.2 – Coordinate with state, county, and local agencies to incorporate mobility projects into short and long-range planning documents.</b>						
Action 4.1.2.1 – Hold regular meetings with the TX DOT Bryan District, County, Brazos Valley Regional Planning Organization and other local agencies local agencies, to coordinate needs and future projects.	X				ADM, BVCOG, TXDOT, COU	Federal-Aid Highway Program, Federal Lands Highway Program; Public Lands Highways; Transportation, Community & System Preservation; Transportation Planning Capacity Building Program;

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
<b>Objective 4.1.3</b> - Plan and construct future transportation projects in accordance with the developed Thoroughfare Plan and use context-sensitive design to accommodate expected types and levels of traffic.						
Action Item 4.1.3.1: Extend Gore street to cross the creek and connect with Red oak Lane			X		ADM, BVCOG, TXDOT	Transportation Infrastructure Finance and Innovation Act; Highway Safety Improvement Program; Congestion Mitigation & Air Quality Program; Public Lands Highways; Transportation, Community & System Preservation; Transportation Infrastructure Finance and Innovation Act; Transportation Investments Generating Economic Recovery; Pass-Through Financing Program; Governor's Community Achievement Awards
Action Item 4.1.3.2: Extend Kennedy st to connect Candy Lane			X		ADM	See 4.1.3.2
Action Item 4.1.3.3: Extend and connect Chatham road to SH-75 and then to proposed John Bolluck Blvd.			X		ADM	See 4.1.3.2
Action 4.1.3.4: Develop a route that connect U.S 79, I-45, FM-1848, SH-75, and SH-164				X	ADM, BVCOG, TXDOT	See 4.1.3.2

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
Action Item 4.1.3.6: Connect CR 306 road to proposed route on one end and on other end connect it to N FWY service road.				X	ADM, COU	See 4.1.3.2
Action Item 4.1.3.7: Extend John H Bolluck Blvd to connect proposed route.				X	ADM	See 4.1.3.2
Action Item 4.1.3.8: Extend and connect Chatham road to SH-75 and then to proposed John Bolluck Blvd.				X	ADM, BVCOG, TXDOT	See 4.1.3.2
Action Item 4.1.3.9: Extend and connect Main St on both ends to US-79 to reduce and divert heavy traffic flow from E Commerce St.			X		ADM, BVCOG, TXDOT	See 4.1.3.2
Action 4.1.3.10: Implement new standards for street ROW widths and lane configurations to augment access management, mobility, and cost-effectiveness.			X		ADM	See 4.1.3.2
Action 4.1.3.11: Use recommended roadway design criteria in each planning district, and update as growth patterns change.			X		ADM	See 4.1.3.2

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
Action 4.1.3.12: Consult with transportation expert to create an access management plan that sets guidelines for new roadway projects to control ingress and egress to future development.		X			ADM	See 4.1.3.2
<b>Objective 4.1.4 – Work with regional transit agencies to establish limitations and needs of existing transit options.</b>						
Action 4.1.4.1: Conduct a transit operations study within the city limits.				X	ADM	Job Access and Reverse Commute Program; Alternatives Analysis Program- Discretionary Livability Funding Program; Innovative Transit Workforce Development Program; Public Lands Highways; Transportation, Community & System Preservation; Transportation Infrastructure Finance and Innovation Act; Transportation Investments Generating Economic Recovery
Action 4.1.4.2: Conduct public meeting to receive public feedback on transit options and needs.				X	ADM	See 4.1.4.1
Action 4.1.4.3: Consider transit access into street design standards and projects with adjacent residential land uses.				X	ADM, BVTD	See 4.1.4.1

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
<b>Goal 4.2 – Increase safety along key thoroughfares</b>						
<b>Objective 4.2.1 – Provide a safe crosswalk for children walking to school.</b>						
Action 4.2.1.1: Implement safe route as per the established sidewalk plan or a safe route to school plan map (Refer to Pedestrian Path map)		X			ADM , TXDOT	Governor's Community Achievement Awards; Safe Routes to School, Transportation, Community, and System Preservation Transportation Enhancement Activities (TEAs), Pedestrian and Bicycle Facilities Grant and Surface Transportation Program (STP)
Action 4.2.1.2: Implement low-speed zones, speed bumps, chicanes, and diversions in residential areas around community facilities (e.g., schools, parks)			X		ADM	High Priority projects and designated transportation enhancement activities
<b>Objective 4.2.2 – Divert freight traffic away from residential and pedestrian areas.</b>						
Action 4.2.2.1: Collaborate with TX DOT to construct new roadway facility and designate a local truck route through adoption of city ordinance.				X	ADM, TXDOT, BVCOG (RPO)	Highway Safety and Improvement Program, Better Utilizing Investments to Leverage Development, Transportation Discretionary Grants, Pass through Financing Program

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
<b>Objective 4.2.3</b> – Incorporate signage to warn drivers and pedestrians of potential dangers.						
Action 4.2.3.1: Perform a detailed signage study that includes the development of signage standards along US 79.		X			ADM, TXDOT	Community Development Fund
Action 4.2.3.2: Provide adequate lighting, visibility, and wayfinding signage along major thoroughfares adjacent to commercial developments and community facilities.			X		ADM	Safe Routes to School; Governor's Community Achievement Awards
<b>Objective 4.2.4</b> – Create buffers along the roadway to prevent pedestrian/bicyclist crashes.						
Action 4.2.4.1: Implement a landscaping program for US 79 commercial development.			X		ADM, TXDOT	Governor's Community Achievement Awards; Safe Routes to School; Highway Safety and Improvement Program; Better Utilizing Investments to Leverage Development; Transportation Discretionary Grants; Pass through Financing Program
Action 4.2.4.2: Add pedestrian bulb-outs and crosswalks (Refer to map)			X		ADM, TXDOT	See 4.2.4.1

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
<b>Goal 4.3 – Establish connectivity and promote walkability from local parks to neighboring residences.</b>						
<b>Objective 4.3.2 – Develop a bicycle and pedestrian master plan</b>						
Action 4.3.2.1: Initiate quarterly bicycle and pedestrian counts, using the National Bicycle and Pedestrian Documentation project methodology to assist with planning improvements and strengthen funding requests.			X		ADM	Transportation Enhancement Activities (TEAs), Pedestrian and Bicycle Facilities Grant and Surface Transportation Program (STP)
Action 4.3.2.2: Explore the trail system connecting the parks with the green belt along the flood plain (Refer to figure).				X	ADM	Governor's Community Achievement Awards, Transportation Enhancement Activities (TEAs), Recreational Trails Program (RTP), TPWD Grants, Oaks and Prairies Joint Venture with the Texas Parks and Wildlife Department
Action 4.3.2.3: Establish development ordinance that requires sidewalks on all new developments (4' wide in residential and 6' wide sidewalks in other new development).		X			ADM, TXDOT	



# Economic Development

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
<b>Goal 5.1: Buffalo as the economic center for Leon County, as a provider for residents and destination for visitors.</b>						
<b>Objective 5.1.1: Encourage industrial sector growth along key transportation thoroughfares</b>						
Action 5.1.1.1: Coordinate with the Buffalo Economic Development Corporation and developers to identify potential sites for the development of industrial districts.		X			ADM, BEDC, BUS	Chapter 380 Agreements, Rural Economic Development Program; TIF Zones, Economic Development Assistance Program; Planning and Local Technical Assistance Programs; Business & Industry Program
Action 5.1.1.2: Work with Leon County, BVCOG, TX DOT, and the Federal Aviation Administration (FAA) to establish funding for a general aviation airport in Leon County.				X	ADM, BEDC, TXDOT	Chapter 380/381 Agreements; Aviation Capital Improvement Program; Routine Airport Maintenance Program; Community Facilities Grant;
Action 5.1.1.3: Communicate with Union Pacific Railroad to explore opportunities for new industry with rail connections.				X	ADM, RAIL	Planning and Local Technical Assistance Programs; Business & Industry Program
Action 5.1.1.4: Consider establishing Foreign-Trade Zones (FTZs) in industrial growth areas.				X	ADM, BEDC	Foreign Trade Zones; Planning and Local Technical Assistance Programs; Business & Industry Program

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
Action 5.1.1.5: Establish Public Improvement Districts (PIDs) along planned highway investments.			X		ADM, BUS	Texas Capital Funds; Texas Enterprise Zone Program; Intermediary Relending Program; Business Improvement Districts; Rural Economic Development Loan and Grant; USDA Rural Development Funds
<b>Goal 5.2: Support and build on the existing economic assets</b>						
<b>Objective 5.2.1-</b> Establish a “Main Street” district along U.S. 79/ West Commerce Street from Lanely Rd. to Fairfield St. as a thriving and business-friendly historic district						
Action 5.2.1.1: Coordinate with the Texas Historical Commission to determine any historical significance of existing structures to be able to apply for grants. Grant property tax exemptions for eligible historic sites and use funds for rehabilitation.		X			ADM	Rural Economic Development Program; Certified Local Government Grants
Action 5.2.1.2: Communicate with Union Pacific on acquiring additional right-of-way for future expansion and development.			X		ADM, RAIL	Rural Economic Development Program; Planning and Local Technical Assistance Programs

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
<b>Objective 5.2.2 – Support local businesses in to ensure that they remain part of the market and further their growth</b>						
Action 5.2.2.1: Build relationship with local business owners by assigning a staff person from the City to regularly check-ins with business owners to get updates on ways to assist.	X				COC, BEDC	Rural Community Development Initiative; Rural Economic Development Program
Action 5.2.2.2: Provide periodic grant finding and writing training for businesses.	X				BEDC, BVCOG	Business Improvement Districts; Rural Community Development Initiative; Rural Economic Development Program
Action 5.2.2.3: Provide support for current and prospective local business owners to develop their capacity to run a small enterprise effectively and profitably through Small Business Development Centers (SBDC).	X				BEDC	Small Business Administration Loan Programs; Small Business Innovation Research Program; Business & Industry Program; Rural Community Development Initiative; Rural Economic Development Program

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
<b>Objective 5.2.3</b> - Create a marketing campaign to attract businesses and investors and visitors.						
Action 5.2.3.1: Expand existing business lists and inventory.		X			BEDC, COC	Rural Community Development Initiative; Rural Economic Development Program
Action 5.2.3.2: Establish a committee to oversee and promote commercial and community activity along Main Street.		X			ADM, COC, BEDC	Rural Community Development Initiative; Rural Economic Development Program
Action 5.2.3.3: Encourage local businesses to promote online through social media.		X			BEDC	Rural Community Development Initiative; Rural Economic Development Program
Action 5.2.3.4: Continue to promote the cattle auction to attract visitors as well as business that complement the event.	X				BEDC	Humanities Texas Grants

# Housing

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
<b>Goal 6.1: Maintain quality standards of housing in new and current homes.</b>						
<b>Objective 6.1.1-</b> Establish a home renovation program through tax incentives, grants, or other incentives, along with maintenance code enforcement.						
Action 6.1.1.1: Contact the Texas Department of Housing and Community Affairs about their Homeowner’s Rehabilitation Assistance Program. Publicize and coordinate implementation of the program.		X			ADM	Planning and Capacity Building Fund ;BVCOGG- AAA elderly housing maintenance; Housing Preservation Grants; Homeowner’s Rehabilitation Assistance Program; Rural Community Development Initiative
Action 6.1.1.2: Draft a citywide home maintenance code with simple, enforceable codes for exterior and yard standards with assigned drive-by inspections.		X			ADM, LGL	See 6.1.1.1
Action 6.1.1.3: Develop building codes that require the repair or demolition of substandard and dangerous structures.					ADM, LGL	See 6.1.1.1
Action 6.1.1.4: Start an enforcement program and enforce violations.		X			ADM, LGL	See 6.1.1.1

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
Action 6.1.1.5: Fund additional code enforcement officers to allow for proactive code enforcement.		X			ADM	See 6.1.1.1
Action 6.1.1.6: Work with USDA to assist in identifying grants and other opportunities		X			ADM	
<b>Objective 6.1.2-</b> Pass regulations that deal effectively with abandoned homes and problem properties						
Action 6.1.2.1: Create and adopt ordinances and regulations that adequately address abandoned homes.		X			ADM, LGL	Rural Community Development Initiative CDBG program; Neighborhood Stabilization Program (NSP);
Action 6.1.2.2: Create a vacant property registration ordinance requiring owners of vacant property to register with the City and provide contact to serve notice on the owner as may be needed.		X			ADM, LGL	Rural Community Development Initiative CDBG program; Neighborhood Stabilization Program (NSP);

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
<b>Objective 6.1.3-</b> Explore sustainable strategies to reduce energy consumption and save money in houses in the City						
Action 6.1.3.1 Work with developers, utility company, and home owners to implement sustainable strategies in homes in the City.		X			ADM	Rural Community Development Initiative
<b>Goal 6.2. Ensure Buffalo's future housing stock relies upon investment in new diverse housing options affordable to all income levels.</b>						
<b>Objective 6.2.1-</b> Expand housing diversity by cost and type						
Action 6.2.1.1: Collaborate with EDC to strategize directing efforts and investments toward mixed-income housing projects including workforce housing		X			ADM, BEDC	Homebuyer Assistance (HBA) Program ;CDBG program; Neighborhood Stabilization Program (NSP);Capacity Building for Community Development and Affordable Housing Grants; Choice Neighborhoods Planning Grants; Real Estate Development Loan
Action 6.2.1.2: Create an inclusionary development policy, which requires private developers to set aside units for affordable and moderate-income households.			X		ADM, LGL	Fair Housing Initiative Program - Fair Housing Organization Initiative; CDBG program;

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
Action 6.2.1.3: Establish community land trusts to retain ownership of land while the property is bought and sold, lowering cost for buyers and ensuring long-term affordability.				X	ADM	CDBG program; HOME; Real Estate Development Loan
Action 6.2.1.4: Work with Appraisal District to retrieve data on the vacant parcel. Maintain and update map with suitable lots for developers along with utility locations of pipes and fire hydrants	X				ADM, LCAD	Rural Community Development Initiative; Economic Impact Initiative; Real Estate Development Loan
Action 6.2.1.5: Create a streamlined application and permitting process for development. Make the process information available on the City website	X				ADM	See 6.2.1.4
Action 6.2.1.6: Identify and coordinate with construction companies and market their services to be readily available for new house construction in the city.	X				ADM	See 6.2.1.4



	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
Action 6.2.1.7: Proactively reach out to developers and market Buffalo for new development opportunities.		X			ADM, BEDC	See 6.2.1.4
<b>Objective 6.2.2-</b> Encourage infill development in existing neighborhoods						
Action 6.2.2.1: Work with city and county economic development groups to encourage businesses that support workers and residents in the Main street district.			X		ADM, BEDC	Rural Business Development Grant; Rural Economic Development Grant; Business and Industry Loan; Economic Impact Initiative; Rural Cooperative Development Grant
Action 6.2.2.2: Provide incentives for the development of vacant lots as shown in the infill map.			X		ADM	Economic Impact Initiative
Action 6.2.2.3: Maintain and update the infill map with suitable lots for developers along with utility locations of pipes and fire hydrants.	X				ADM	Economic Impact Initiative
Action 6.2.2.4: Require any infill development receiving incentives to complement the character of the surrounding neighborhood.			X		ADM	Economic Impact Initiative

# Community Facilities

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
<b>Goal 7.1. Provide adequate public safety for Buffalo's current as well as future residents.</b>						
<b>Objective 7.2.1-</b> Review and set initiatives for existing Fire Service facilities to achieve and maintain the ISO Class III Fire Protection Rating.						
Action 7.2.1.1: Create a document that reviews existing fire facilities to obtain new ISO rating based on current conditions.		X			ADM, FIRE	Assistance to Firefighters Grant Program, Community Facilities Grant;
Action 7.2.1.2: Use Assistance to Firefighters Grants (AFG) to get funding sources to improve or add firefighting facilities.		X			ADM, FIRE	See 7.2.1.1
<b>Objective 7.2.2-</b> Maintain 5 minutes response time/coverage for the majority of development within the City Limits for fire and emergency calls: one minute from 911 call to wheels rolling and four minutes total response time.						
Action 7.2.2.1: Build a new facility to serve as a public safety facility with police station, fire station and EMS facility with adequate training area, parking and a helipad.				X	ADM, FIRE	Assistance to Firefighters Grant Program; Community Facilities Grant; Rural Economic Development Program; Economic Impact Initiative Grants

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
Action 7.2.2.2: Perform regular fire hydrant tests to ensure all fire hydrants are functioning	X				ADM, FIRE	See 7.2.2.1
Action 7.2.2.3: Adopt and enforce up to date building codes and fire codes	X				ADM, FIRE	See 7.2.2.1
<b>Goal 7.2. Create opportunities to fulfill basic health and other required services of the city.</b>						
<b>Objective 7.2.1-</b> Actively maintain and expand medical transport services to support both emergency and non-emergency medical needs of residents.						
Action 7.2.1.1: Work with Federal Aviation Administration (FAA) to obtain funds to implement Air Medical Transport Service.				X	ADM, EMS, TXDOT	Community Facilities Grant;
<b>Objective 7.2.2-</b> Enhance facilities and programs to support senior and youth general state of wellbeing.						
Action 7.2.2.1: Consider building a multi-generational facility to support a new Day Care, Senior Care and Youth Center			X		ADM	Community Facilities Grant; Rural Economic Development Program; Economic Impact Initiative Grants
Action 7.2.2.2: Look into expanding the Community Center for more programs and facilities.			X		ADM, BEDC, COU	Community Facilities Grant;

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
<b>Objective 7.2.3-</b> Support safe usage and accessibility of Buffalo ISD facilities for various community activities.						
Action 7.2.3.1: Establish Joint use agreement of school facilities to be used for other community purposes. Such as auditoriums for community meetings.		X			ADM, ISD	Community Facilities Grant; Rural Economic Development Program;
<b>Objective 7.2.4-</b> Consider sustainable solutions for energy consumption and expense.						
Action 7.2.4.1: Replace ten percent of the high-energy consuming lights every year with LEDs and install solar panels in community facilities.		X			ADM, FC, ISD, BEDC	Community Facilities Grant; Rural Economic Development Program; Rural Energy for America Program Renewable Energy Systems & Energy Efficiency Improvement Guaranteed Loans & Grants; Energy Efficiency and Conservation Loan Program
Action 7.2.4.2: Communicate with schools to set up events where the students can volunteer to help in the maintenance of the parks.		X			ADM, ISD	Community Outdoor Outreach Program (CO-OP) grant
Action 7.2.4.3: Consider using local mulch in the parks and the green area around the city.		X			ADM, FC	Keep Texas Beautiful Grants

	Ongoing	Short-term	Medium	Long-term	Action Leaders	Funding
Action 7.2.4.4: Implement public private partnership (business/non-profit) for the future maintenance of the parks and recreational facilities.			X		ADM, FC	Texas Parks and Wildlife – Recreation Grants
<b>Objective 7.2.5 - Enhance the parks by adding more family-oriented facilities.</b>						
Action 7.2.5.1: Add family-oriented picnic areas in the existing parks.			X		ADM, FC	Local Parks Grant; Community Facility Grant
Action 7.2.5.2: Create a new water recreational facility in Shelley Pate Park.				X	ADM, FC	Local Parks Grant
Action 7.2.5.3: Create new sports facilities in Harriman Park and look into expansion by acquiring private land next to the Park.				X	ADM, FC	Local Parks Grant; Community Facility Grant
Action 7.2.5.4: Produce family-oriented events and games in parks to raise funds for development and maintenance of parks.		X			ADM, BEDC	Community Outdoor Outreach Program (CO-OP)
Action 7.2.5.5: Encourage wireless providers to lease space in appropriate locations within parks, and use lease revenues plus up-front payments to make repairs and improvements to the park system.			X		ADM, BEDC	Texas Parks and Wildlife – Recreation Grants; Community Facility Grant; ; Rural Economic Development Program; Telecommunication Infrastructure Loan

## Funding Sources

- **Assistance to Firefighters Grant Program**
  - Grantor: Federal Emergency Management Agency (FEMA)
  - Purpose: Is to enhance the safety of the public and firefighters with respect to fire-related hazards by providing direct financial assistance to eligible fire departments, nonaffiliated Emergency Medical Services organizations, and State Fire Training Academies.
  - Eligibility: Fire departments, Nonaffiliated EMS organizations, State Fire Training Academies
  - More information: <https://www.fema.gov/assistance-firefighters-grant#>
  
- **Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program**
  - Grantor: U.S. Department of Transportation
  - Purpose: For investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation.
  - More Information: <https://www.transportation.gov/BUILDgrants>
  
- **Bus Livability Initiative**
  - Grantor: Department of Transportation
  - Purpose: Provide funding to transit agencies to replace, rehabilitate, and purchase buses and related equipment, as well as construct or rehabilitate bus facilities.
  - Eligibility: Transit agencies or other public transportation providers, States and Indian Tribes.
  - Limitations: \$125 million total fund
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>
  
- **Business & Industry Program**
  - Grantor: U.S. Department of Agriculture
  - Purpose: Create jobs and stimulate rural economies by providing financial backing for rural businesses.

- Eligibility: any area, excluding cities, with a population over 50,000
- Limitations: government or military employees may not own more than 20%, interest rate changes
- More information: <http://www.rd.usda.gov/programs-services/business-industry-loan-guarantees>
  
- **Capacity Building for Community Development and Affordable Housing Grants**
  - Grantor: U.S. Department of Housing and Urban Development
  - Purpose: for intermediary organizations to assist HUD in providing technical assistance to community development corporations and community housing development organizations to carry out community development and affordable housing activities that benefit low-income families.
  - Eligibility: Community development financing institutions (CDFIs)
  - Limitations: \$49.4 million
  - More Information: <http://portal.hud.gov/hudportal/HUD?src=/hudprograms/capacitybuilding>
  
- **Certified Local Government Grants (CLG)**
  - Grantor: U.S. Department of the Interior, National Park Service
  - Purpose: Support and strengthen local preservation activities by encouraging communities to develop an action plan. CLG are mainly grants for the development of historic preservation programs, but they can also be used for the preparation of architecture drawings, façade studies, and condition assessments.
  - More Information: <https://www.nps.gov/clg/>
  - <https://www.nps.gov/preservation-grants/community-grants.html>
  
- **CDBG program**
  - Grantor: U.S. Department of Housing and Urban Development
  - Purpose: to develop viable communities by providing decent housing and a suitable living environment and by expanding economic opportunities.
  - Eligibility: principally for persons of low- and moderate-income.
  - Limitations: The State must ensure that at least 70 percent of its CDBG grant funds are used for activities that benefit low- and moderate-income persons over a one-, two-, or three-year time period selected by the State.

- More information can be found at <https://www.hudexchange.info/programs/cdbg-state/>
- **Choice Neighborhoods Implementation Program**
  - Grantor: U.S. Department of Housing and Urban Development
  - Purpose: to revitalize severely distressed public and/or HUD-assisted multifamily housing in distressed neighborhoods into viable, mixed-income communities with access to well-functioning services, high quality educational programs, public transportation, and jobs.
  - Eligibility: Public housing authorities (PHAs), local governments, nonprofits, tribal entities and for-profit developers that apply jointly with a public entity.
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>
- **Choice Neighborhoods Planning Grants**
  - Grantor: U.S. Department of Housing and Urban Development
  - Purpose: support the development of comprehensive neighborhood revitalization plans which focused on directing resources to address three core goals: Housing, People and Neighborhoods. To achieve these core goals, communities must develop and implement a comprehensive neighborhood revitalization strategy, or Transformation Plan.
  - Eligibility: Public housing authorities (PHAs), local governments, nonprofits, tribal entities and for-profit developers that apply jointly with a public entity. Preferred Sustainability Applicants receive an additional two bonus points.
  - More Information: [https://www.hud.gov/program\\_offices/public\\_indian\\_housing/programs/ph/cn/planninggrants](https://www.hud.gov/program_offices/public_indian_housing/programs/ph/cn/planninggrants)
- **Community Development Fund**
  - Grantor: Texas Department of Agriculture
  - Purpose: Assist in the development of essential community facilities. Most funds are used for Public Facilities (water/wastewater infrastructure, street and drainage improvements and housing activities), there are numerous other activities for which these funds may be used.
  - Eligibility: Eligible applicants are non entitlement general purpose units of local government including cities and counties that are not participating or designated as eligible to participate in the entitlement portion of the federal Community Development Block Grant Program (CDBG).



- More information:  
[http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant\(CDBG\)/CDBGResources/Applications/CommunityDevelopmentFundApplicationGuide.aspx](http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant(CDBG)/CDBGResources/Applications/CommunityDevelopmentFundApplicationGuide.aspx)
- **Community Facilities Grants**
  - Grantor: U.S. Department of Agriculture
  - Purpose: assist in the development of essential community facilities in rural areas and towns.
  - Eligibility: public entities such as municipalities, counties, and special-purpose districts, as well as non-profit corporations and tribal governments. Towns of up to 20,000 in population.
  - Limitations: Development Financing, Construction
  - More information: <http://reconnectingamerica.org/resource-center/federal-grant-opportunities/>
- **Community Outdoor Outreach Program (CO-OP) grant**
  - Grantor: Texas Parks and Wildlife Department
  - Purpose: Provides funding to local governments and non-profit organizations for programming that introduces under-served populations to environmental and conservation programs as well as TPWD mission oriented outdoor activities.
  - Eligibility: Grants are awarded to non-profit organizations, schools, municipalities, counties, cities, and other tax-exempt groups.
  - Limitations: This is not a land acquisition or construction grant; this is only for programs.
  - More information: <https://tpwd.texas.gov/business/grants/recreation-grants/community-outdoor-outreach-program-co-op-grants>
- **Economic Impact Initiative Grants**
  - Grantor: U.S. Department of Agriculture
  - Purpose: Provides funding to assist in the development of essential community facilities in rural communities with extreme unemployment and severe economic depression.
  - Eligibility Rural areas including; cities, villages, townships, towns and federally-recognized Tribal Lands, with no more than 20,000 residents that have a “Not Employed Rate” greater than 19.5%

- Limitations: Populations restrictions
- More information: <https://www.rd.usda.gov/programs-services/economic-impact-initiative-grants>
  
- **Electric and Telecommunications Program**
  - Grantor: U.S. Department of Agriculture
  - Purpose: Provide financial aid through direct and guaranteed loans for electric and telecommunications services.
  - Eligibility: Electric- rural areas defined by the U.S. census. Telecommunications- rural populations with 5,000 or less.
  - Limitations: Populations restrictions
  - More information: Electric- <http://www.rd.usda.gov/programs-services/electric-infrastructure-loan-loan-guarantee-program> Telecommunication- <http://www.rd.usda.gov/programs-services/telecommunications-infrastructure-loans-loan-guarantees>
  
- **Energy Efficiency and Conservation Loan Program**
  - Grantor: U.S. Department of Agriculture
  - Purpose: Provides loans to finance energy efficiency and conservation projects for commercial, industrial, and residential consumers.
  - Eligibility: businesses (utility systems) that have direct or indirect responsibility for providing retail electric service to persons in a rural area. In general, a rural area for EECLP purposes is a town, or unincorporated area that has a population not greater than 20,000 inhabitants, and any area within a service area of a borrower for which a borrower has an outstanding loan.
  - More information: <https://www.rd.usda.gov/programs-services/energy-efficiency-and-conservation-loan-program>
  
- **Fair Housing Initiative Program - Fair Housing Organization Initiative**
  - Grantor: U.S. Department of Housing and Urban Development
  - Purpose: Provides funding that build the capacity and effectiveness of non-profit fair housing organizations by providing funds to handle fair housing enforcement and education initiatives more effectively. Encourages the creation and growth of organizations that focus on the rights and needs of underserved groups, particularly persons with disabilities.

- Eligibility: qualified fair housing enforcement organizations with at least two years of experience in complaint intake, complaint investigation, testing for fair housing violations, and a record of meritorious claims in the three years prior to the filing of their application
- More information:  
[https://www.hud.gov/program\\_offices/fair\\_housing\\_equal\\_opp/partners/FHIP](https://www.hud.gov/program_offices/fair_housing_equal_opp/partners/FHIP)
- **Farm to School Grant Program**
  - Grantor: USDA
  - Purpose: to assist implementation of programs that improve access to local foods in eligible schools, particularly farm to school programs.
  - Eligibility: Eligible Schools; State and Local Agencies; Indian Tribal Organizations Agricultural Producers or Groups of Agricultural Producers; and Non-Profit Entities
  - Limitations: provides at least 25% of funding costs
  - More Information: <http://www.fns.usda.gov/farmentoschool/farm-school-grant-program>
- **Federal Community Development Block Grant funds**
  - Grantor: Texas department of Agriculture
  - Purpose: develop viable communities by providing decent housing and suitable living environments, and expanding economic opportunities. Eliminate conditions hazardous to the public health and of an emergency nature.
  - Eligibility: 51 percent low- to moderate-income persons, which are defined as those who earn equal to or less than 80% of the area median family income, or earn equal to or less than less than 80% of the statewide non-metropolitan median family income figure.
  - More information:  
[http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant\(CDBG\)/About.aspx](http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant(CDBG)/About.aspx)
- **Governor's Community Achievement Awards (GCAA)**
  - Grantor: Texas Department of Transportation, Keep Texas Beautiful
  - Purpose: Awarded to organizations with grassroots environmental programs. Funding comes from money set aside by TxDOT for landscaping needs. The funds are used for landscaping projects along local rights-of-way.

- Eligibility: All Texas communities
- More Information: <https://www.ktb.org/gcaa>
  
- **Homeowner’s Rehabilitation Assistance Program**
  - Grantor: Texas Department of Housing and Community Affairs.
  - Purpose: This program provides the following services:
    - Rehabilitation or reconstruction of owner-occupied housing on the same site
    - New construction of site-built housing on the same site to replace an existing owner occupied Manufactured Housing Unit (MHU).
    - Replacement and relocation of existing housing located in a floodplain to a new MHU or new construction of housing on an alternative site.
    - New construction or a new MHU to replace a housing unit that has become uninhabitable as a result of disaster or condemnation by local government
    - If allowable under the Notice of Funding Availability (NOFA), refinance of existing mortgages meeting federal requirements.
  - Eligibility: Organizations must now apply and receive HOME funds under the CHDO set-aside in order to be certified as a CHDO.
  - More information: <http://www.tdhca.state.tx.us/home-division/hra.htm>
  
- **Homebuyer Assistance (HBA) Program**
  - Grantor: general local governments, public housing authorities, local mental health authorities, and nonprofits
  - Purpose: To provide-
    - Down payment and closing cost assistance for homebuyers; and
    - Rehabilitation for accessibility modifications of single family housing units as necessary.
  - More information: <https://www.tdhca.state.tx.us/home-division/hba.htm>
  
- **Housing Preservation Grants**
  - Grantor: U.S. Department of Agriculture
  - Purpose: to repair or rehabilitate individual housing, rental properties, or co-ops owned and/or occupied by very low- and low-income rural persons. Eligibility: Very low income is defined as below 50 percent of the area median income (AMI); low income is between 50 and 80

percent of AMI. Eligible sponsors include state agencies, units of local government, Native American tribes, and nonprofit organizations.

- Limitations: competitive and are made available in areas wherever there is a concentration of need

- **Humanities Texas Grants**

- Grantor: Humanities Texas
- Purpose: Enable communities throughout the state to develop programs of local interest promoting heritage, culture, and education. To support a wide range of public programs: lectures, panel discussions, and conferences; teacher institutes; reading- and film-discussion groups; interpretive exhibits; television and radio programming; film production; and interactive multimedia programming.
- Eligibility: Nonprofit organizations and state and local governmental entities
- More Information: <https://www.humanitiestexas.org/grants>

- **Intermediary Relending Program**

- Grantor: U.S. Department of Agriculture
- Purpose: Finance business facilities and community development projects in rural areas.
- Eligibility: Rural areas and incorporated places with populations of less than 25,000
- Limitations: Interest rate 1% maximum term is 30 years, \$250,000 maximum loan
- More information: <http://www.rd.usda.gov/programs-services/intermediary-relending-program>

- **Local Parks Grants**

- Grantor: Texas Parks and Wildlife Department
- Purpose: Assist with the acquisition and/or development of public recreation areas and facilities throughout the State of Texas.
- Eligibility: local units of government
- Limitations: The Program provides 50% matching grants on a reimbursement basis to eligible applicants. All grant assisted sites must be dedicated as parkland in perpetuity, properly maintained and open to the public.
- More information <https://tpwd.texas.gov/business/grants/recreation-grants/about-local-parks-grants>

- **Low-Income Housing Tax Credit (LIHTC)**
  - Grantor: U.S. Treasury Department via the Internal Revenue Code
  - Purpose: directing private capital toward the development and preservation of affordable rental housing for low-income households.
  - Eligibility: Private for-profit and nonprofit developers. Tenants earning up to 60% of the area median family income (AMFI), which varies by area.
  - More information can be found at <http://www.huduser.org/portal/datasets/lihtc.html>
  
- **Multi-Family Housing Loan Guarantees**
  - Grantor: U.S. Department of Agriculture
  - Purpose: to increase the supply of moderately-priced housing in rural areas
  - Eligibility: be a U.S. citizen(s) or legal resident(s), a U.S. owned corporation, a limited liability corporation (LLC) or a partnership in which the principals are U.S. citizens or permanent legal residents.
  - Limitations: The maximum loan to value is 90% for for-profit entities and 97% for non-profit entities.
  - More Information: <http://www.rd.usda.gov/programs-services/multi-family-housing-loan-guarantees>
  
- **Mutual Self-Help Housing**
  - Grantor: U.S. Department of Agriculture (USDA) & Rural Development
  - Purpose: Provides grants to qualified organizations to help them carry out local self-help housing construction projects. Grant recipients supervise groups of very-low- and low-income individuals and families as they construct their own homes in rural areas.
  - Eligibility: Government non-profit organization, federally-recognized Tribes, private non-profit organizations
  - Limitations: Technical assistance and supervision of group of labors, non-profit  
More information: <http://www.rd.usda.gov/programs-services/mutual-self-help-housing-technical-assistance-grants>

- **Neighborhood Stabilization Program (NSP)**
  - Grantor: U.S. Department of Housing and Urban Development
  - Purpose: to stabilize communities that have suffered from foreclosures and abandonment by providing funds to purchase and redevelop distressed residential properties.
  - Eligibility: States, territories and local governments
  - Limitations: Varies
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>
  
- **Oaks and Prairies Joint Venture with the Texas Parks and Wildlife Department**
  - Grantor: Oaks and Prairies Joint Venture with the Texas Parks and Wildlife Department
  - Purpose: This organization provides assistance in obtaining conservation easements.
  - More information: [http://www.tpwd.state.tx.us/publications/pwdpubs/media/pwd\\_bk\\_w7000\\_1220.pdf](http://www.tpwd.state.tx.us/publications/pwdpubs/media/pwd_bk_w7000_1220.pdf) ; <http://www.nature.org/about-us/private-lands-conservation/conservation-easements/all-about-conservation-easements.xml>
  
- **Pedestrian and Bicycle Safety Program**
  - Grantor: Department of Transportation
  - Purpose: Conduct research and develop guidelines, tools and safety countermeasures to reduce pedestrian and bicycle fatalities.
  - Eligibility: State/MPO allocated
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>
  
- **Planning and Capacity Building Fund**
  - Grantor: Texas Department of Agriculture
  - Purpose: provides grants for local public facilities and housing planning activities.
  - Eligibility: Non-entitlement cities under 50,000 in population and non-entitlement counties that have a non-metropolitan population under 200,000 and are not eligible for direct CDBG funding from HUD may apply for funding through any of the Texas CDBG programs.
  - Limitations: Maximum grant award: \$55,000, competitive application process, applications accepted biennially, grants provided annually.

- More information:  
[http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant\(CDBG\)/PlanningandCapacityBuildingFund.aspx](http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant(CDBG)/PlanningandCapacityBuildingFund.aspx)
- **Planning and Local Technical Assistance Programs**
  - Grantor: EDA
  - Purpose: Assists eligible recipients in creating regional economic development plans designed to build capacity and guide the economic prosperity and resiliency of an area or region. Supports Partnership Planning investments to facilitate the development, implementation, revision, or replacement of Comprehensive Economic Development Strategies (CEDS). The Local Technical Assistance program strengthens the capacity to undertake and promote effective economic development programs through projects such as feasibility analyses and impact studies.
  - Eligibility: State governments, County governments, City or township governments, Public and State controlled institutions of higher education, Native American tribal governments (Federally recognized), Nonprofits, Private institutions of higher education
  - More Information: <https://www.eda.gov/funding-opportunities/index.htm>
- **Public Lands Highways**
  - Grantor: Department of Transportation
  - Purpose: Transportation planning, research, and engineering and construction of, highways, roads, parkways, and transit facilities that are within, adjacent to, or provide access to Indian reservations and Federal public lands, including national parks, refuges, forests, recreation areas, and grasslands.
  - Eligibility: State DOTs, Federal Land Management Agencies, State government agencies, metropolitan planning organizations, local governments, and tribal governments – must apply through DOTs
  - Limitations: Livability is a criteria that will be considered in the selection of projects.
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>



- **PWD Reservation Funds for HBA/Rehab, HRA, and TBRA**
  - Grantor: general local governments, public housing authorities, local mental health authorities, and nonprofit entities
  - Purpose: assist households that include a person with a disability.
  - Eligibility: Eligible applicants may access the persons with disabilities set-aside by submitting a request for access to the set-aside on the application. Administrators with an existing Reservation System Agreement (RSA) may request an amendment to their agreement to access the persons with disabilities set-aside.
  - More Information: <https://www.tdhca.state.tx.us/htf/index.htm>
  
- **Recreational Trail Grants**
  - Grantor: Texas Parks and Wildlife Department
  - Purpose: TPWD administers the National Recreational Trails Fund in Texas under the approval of the Federal Highway Administration (FHWA). This federally funded program receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles.
  - Eligibility: Funds can be spent on both motorized and non-motorized recreational trail projects such as the construction of new recreational trails, to improve existing trails, to develop trailheads or traiside facilities, and to acquire trail corridors.
  - Limitations: The grants can be up to 80% of project cost with a maximum of \$200,000 for non-motorized trail grants and currently there is not a maximum amount for motorized trail grants (call 512-389-8224 for motorized trail grant funding availability).
  - More information: <https://tpwd.texas.gov/business/grants/recreation-grants/recreational-trails-grants>
  
- **Recreational Trails Program (RTP)**
  - Grantor: Department of Transportation
  - Purpose: Funding for maintenance and new construction of recreational trails and related facilities.
  - Eligibility: State/MPO allocated
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>

- **Real Estate Development**

- Grantor: Texas Department of Agriculture
- Purpose: Provides a zero-interest loan to fund real estate acquisition or improvements to create or retain permanent jobs in primarily rural communities and counties.
- Eligibility: Non-Entitlement city or county governments
- Eligible Uses: Purchase of land and/or buildings, construction of buildings and/or site improvements, and rehabilitation of existing buildings.  
Improvements are intended to be owned by the applicant community and leased to the business. Real estate improvements require full repayment. Real Estate assistance is provided to purchase, construct, or rehabilitate real estate
- More Information:  
<http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/TexasCapitalFund/RealEstateDevelopment.aspx>

- **Rural Broadband Program**

- Grantor: U.S. Department of Agriculture
- Purpose: Provides financing to telecommunications providers in rural areas where traditional financing is not otherwise available.
- Eligibility: Rural communities with a population of 20,000 or less
- Limitations: Interest rate set at US Treasury rate, to provide up to 80% of principal
- More information: <http://www.rd.usda.gov/programs-services/farm-bill-broadband-loans-loan-guarantees>

- **Rural Business Enterprise Grant Program**

- Grantor: USDA
- Purpose: The RBEG program provides grants for rural projects that finance and facilitate development of small and emerging rural businesses help fund distance learning networks, and help fund employment related adult education programs.
- Eligibility: Rural public entities (towns, communities, State agencies, and authorities), Indian tribes and rural private non-profit corporations are eligible to apply for funding.
- Limitations: Generally grants range \$10,000 up to \$500,000.

- More Information: <http://www.rd.usda.gov/programs-services/rural-business-development-grants>
- **Rural Business Opportunity Grants (RBOG)**
  - Grantor: U.S. Department of Agriculture
  - Purpose: promotes sustainable economic development in rural communities with exceptional needs through provision of training and technical assistance
  - Eligibility: Rural public bodies, rural nonprofit corporations, rural Indian tribes, and cooperatives with primarily rural members.
  - Limitations: The maximum grant for a project serving a single state is \$50,000. The maximum grant for a project serving two or more states is \$150,000.
  - More Information: [http://www.usda.gov/wps/portal/usda/usdahome?contentid=kyf\\_grants\\_rd2\\_content.html](http://www.usda.gov/wps/portal/usda/usdahome?contentid=kyf_grants_rd2_content.html)
- **Rural Community Development Initiative**
  - Grantor: U.S. Department of Agriculture
  - Purpose: To develop the capacity and ability of private, nonprofit community-based housing and community development organizations, and low income rural communities to improve housing, community facilities, community and economic development projects in rural areas.
  - Eligibility: Rural and rural area--Any area other than (i) a city or town that has a population of greater than 50,000 inhabitants; and (ii) the urbanized area contiguous and adjacent to such city or town.
  - More Information: <https://www.rd.usda.gov/programs-services/rural-community-development-initiative-grants>
- **Rural Cooperative Development Grant Program**
  - Grantor: U.S. Department of Agriculture
  - Purpose: Helps improve the economic condition of rural areas by helping individuals and businesses start, expand or improve rural cooperatives and other mutually-owned businesses through Cooperative Development Centers.
  - Eligibility: Nonprofit corporations and institutions of higher education are eligible to apply for this program.
  - Limitations: Public bodies, for-profit business and individuals are not eligible.

- More Information: <https://www.rd.usda.gov/programs-services/rural-cooperative-development-grant-program>
- **Rural Economic Development Loan and Grant (REDLG)**
  - Grantor: U.S. Department of Agriculture
  - Purpose: provides grant funds to local utility organizations, which use the funding to establish revolving loan funds.
  - Eligibility: A not-for-profit utility that is eligible to receive assistance from the Rural Development Electric or Telecommunication Program or a current Rural Development Electric or Telecommunication Programs Borrower.
  - Limitations: Eligibility restrictions apply.
  - More Information: <http://www.rd.usda.gov/programs-services/rural-economic-development-loan-grant-program>
- **Rural Economic Development Program**
  - Grantor: U.S. Department of Agriculture
  - Purpose: Finance economic development and job creation in rural areas
  - Eligibility: Any area excluding cities with populations over 50,000
  - Limitations: up to \$300,000 in grants, up to \$1 million in loans, 10 years at 0%
  - More information: <http://www.rd.usda.gov/programs-services/rural-economic-development-loan-grant-program>
- **Rural Energy for America Program Renewable Energy Systems & Energy Efficiency Improvement Guaranteed Loans & Grants**
  - Grantor: U.S. Department of Agriculture (USDA) & Rural Development
  - Purpose: Provides guaranteed loan financing and grant funding to agricultural producers and rural small businesses for renewable energy systems or to make energy efficiency improvements.
  - Eligibility: Businesses must be in an area other than a city or town with a population of greater than 50,000 inhabitants and the urbanized area of that city or town. Check eligible business addresses. Agricultural producers may be in rural or non-rural areas.
  - Limitations: Applicants must provide at least 75% of the project cost if applying for a grant only.

Applicants must provide at least 25% of the project cost if applying for guaranteed loan, or guaranteed loan and grant combination. Projects greater than \$200,000 require a technical report. Energy efficiency projects require an energy audit or assessment.

- More information: <https://www.rd.usda.gov/programs-services/rural-energy-america-program-renewable-energy-systems-energy-efficiency>
- **Rural Rental Housing Loans**
  - Grantor: U.S. Department of Agriculture
  - Purpose: Rural Rental Housing Loans are direct, competitive mortgage loans made to provide affordable multifamily rental housing for very low-, low-, and moderate-income families
  - Eligibility: Ownership - Individuals, partnerships, limited partnerships, for-profit corporations, nonprofit organizations, limited equity cooperatives, Native American tribes, and public agencies are eligible to apply. For-profit borrowers must agree to operate on a limited-profit basis (currently 8 percent on initial investment).
  - More Information: [http://www.rurdev.usda.gov/HAD-Direct\\_Rental\\_Loans.html](http://www.rurdev.usda.gov/HAD-Direct_Rental_Loans.html)
- **Rural Transit Assistance Program (5311b3)**
  - Grantor: Department of Transportation
  - Purpose: provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in no urbanized areas.
  - Eligibility: States, local governments, and providers of rural transit services.
  - Limitations: Apportioned to States by a formula
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>
  - More Information: <http://www.rd.usda.gov/programs-services/rural-economic-development-loan-grant-program>
- **Rural Water & Waste Disposal Loan & Grant Program**
  - Grantor: U.S. Department of Agriculture (USDA)
  - Purpose: Provides funding for clean and reliable drinking water systems, sanitary sewage disposal, sanitary solid waste disposal, and storm water drainage to households and businesses in eligible rural areas.

- Eligibility: Rural areas, cities, and towns with a population up to 10,000
- Limitations: quarterly interest rates, maximum repayment period 40 years
- More information: <http://www.rd.usda.gov/programs-services/water-waste-disposal-loan-grant-program>
  
- **Rural Water & Waste Disposal Loan Guarantees**
  - Grantor: U.S. Department of Agriculture (USDA)
  - Purpose: private lenders provide affordable financing to qualified borrowers to improve access to clean, reliable water and waste disposal systems for households and businesses in rural areas.
  - Eligibility: Rural areas, cities, and towns with a population up to 10,000
  - Limitations: 90% private lender
  - More information: <http://www.rd.usda.gov/programs-services/water-waste-disposal-loan-guarantees>
  
- **Safe Routes to School**
  - Grantor: Department of Transportation
  - Purpose: Funding to improve sidewalks, crosswalks, bicycle infrastructure, and street improvements near elementary and middle schools.
  - Eligibility: Determined by state DOT
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>
  
- **Single Family Home Repairs (Section 504)**
  - Grantor: U.S. Department of Agriculture (USDA) & Rural Development
  - Purpose: provide loans to very-low-income homeowners to repair, improve, or modernize their homes or grants to elderly very-low-income homeowners to remove health and safety hazards.
  - Eligibility: Rural areas with populations up to 10,000 if located in a MSA or up to 20,000 if not in a MSA.
  - Limitations: up to \$7,500-27,500 loans and grants, 20 year repayment, very-low-income applicants or elderly persons age 62 or older.

- More information: <http://www.rd.usda.gov/programs-services/single-family-housing-repair-loans-grants>
- **Surface Transportation Program - Transportation Enhancement**
  - Grantor: Department of Transportation
  - Purpose: expand transportation choices and enhance transportation through 12 eligible transportation enhancement surface transportation activities, including pedestrian & bicycle infrastructure and safety programs, landscaping beautification, historic preservation, and environmental mitigation.
  - Eligibility: State/MPO allocated
  - Limitations: Apportioned to States by a formula
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>
- **Transportation Planning Capacity Building Program (TPCB)**
  - Grantor: Department of Transportation
  - Purpose: Provides training, technical assistance, and support to help decision makers, transportation officials, and staff resolve complex transportation needs in their communities.
  - Eligibility: State, metropolitan, rural and small communities, tribal and public lands planning opportunities are available.
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>
- **Texas Workforce Commission's Skill Development Program**
  - Grantor: Texas Workforce Commission through Texas Legislature
  - Purpose: provides grants to community and technical colleges to provide customized job training programs for businesses who want to train new workers or upgrade the skills of their existing workforce.
  - Eligibility: A business, consortium of businesses, or trade union identifies a training need, and then partners with a public community or technical college.
  - Limitations: Texas Administrative Code, Title 40, Part 20, Chapter 803 and Texas Labor Code, Chapter 303.
  - More Information: <http://www.twc.state.tx.us/partners/skills-development-fund>

## Appendix: Funding Sources

- **Assistance to Firefighters Grant Program**
  - Grantor: Federal Emergency Management Agency (FEMA)
  - Purpose: Is to enhance the safety of the public and firefighters with respect to fire-related hazards by providing direct financial assistance to eligible fire departments, nonaffiliated Emergency Medical Services organizations, and State Fire Training Academies.
  - Eligibility: Fire departments, Nonaffiliated EMS organizations, State Fire Training Academies
  - More information: <https://www.fema.gov/assistance-firefighters-grant#>
  
- **Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program**
  - Grantor: U.S. Department of Transportation
  - Purpose: For investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation.
  - More Information: <https://www.transportation.gov/BUILDgrants>
  
- **Bus Livability Initiative**
  - Grantor: Department of Transportation
  - Purpose: Provide funding to transit agencies to replace, rehabilitate, and purchase buses and related equipment, as well as construct or rehabilitate bus facilities.
  - Eligibility: Transit agencies or other public transportation providers, States and Indian Tribes.
  - Limitations: \$125 million total fund
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>
  
- **Business & Industry Program**
  - Grantor: U.S. Department of Agriculture
  - Purpose: Create jobs and stimulate rural economies by providing financial backing for rural businesses.



- Eligibility: any area, excluding cities, with a population over 50,000
  - Limitations: government or military employees may not own more than 20%, interest rate changes
  - More information: <http://www.rd.usda.gov/programs-services/business-industry-loan-guarantees>
- **Capacity Building for Community Development and Affordable Housing Grants**
    - Grantor: U.S. Department of Housing and Urban Development
    - Purpose: for intermediary organizations to assist HUD in providing technical assistance to community development corporations and community housing development organizations to carry out community development and affordable housing activities that benefit low-income families.
    - Eligibility: Community development financing institutions (CDFIs)
    - Limitations: \$49.4 million
    - More Information: <http://portal.hud.gov/hudportal/HUD?src=/hudprograms/capacitybuilding>
- **Certified Local Government Grants (CLG)**
    - Grantor: U.S. Department of the Interior, National Park Service
    - Purpose: Support and strengthen local preservation activities by encouraging communities to develop an action plan. CLG are mainly grants for the development of historic preservation programs, but they can also be used for the preparation of architecture drawings, façade studies, and condition assessments.
    - More Information: <https://www.nps.gov/clg/>
    - <https://www.nps.gov/preservation-grants/community-grants.html>
- **CDBG program**
    - Grantor: U.S. Department of Housing and Urban Development
    - Purpose: to develop viable communities by providing decent housing and a suitable living environment and by expanding economic opportunities.
    - Eligibility: principally for persons of low- and moderate-income.
    - Limitations: The State must ensure that at least 70 percent of its CDBG grant funds are used for activities that benefit low- and moderate-income persons over a one-, two-, or three-year time period selected by the State.
    - More information can be found at <https://www.hudexchange.info/programs/cdbg-state/>

- **Choice Neighborhoods Implementation Program**
  - Grantor: U.S. Department of Housing and Urban Development
  - Purpose: to revitalize severely distressed public and/or HUD-assisted multifamily housing in distressed neighborhoods into viable, mixed-income communities with access to well-functioning services, high quality educational programs, public transportation, and jobs.
  - Eligibility: Public housing authorities (PHAs), local governments, nonprofits, tribal entities and for-profit developers that apply jointly with a public entity.
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>
  
- **Choice Neighborhoods Planning Grants**
  - Grantor: U.S. Department of Housing and Urban Development
  - Purpose: support the development of comprehensive neighborhood revitalization plans which focused on directing resources to address three core goals: Housing, People and Neighborhoods. To achieve these core goals, communities must develop and implement a comprehensive neighborhood revitalization strategy, or Transformation Plan.
  - Eligibility: Public housing authorities (PHAs), local governments, nonprofits, tribal entities and for-profit developers that apply jointly with a public entity. Preferred Sustainability Applicants receive an additional two bonus points.
  - More Information: [https://www.hud.gov/program\\_offices/public\\_indian\\_housing/programs/ph/cn/planninggrants](https://www.hud.gov/program_offices/public_indian_housing/programs/ph/cn/planninggrants)
  
- **Community Development Fund**
  - Grantor: Texas Department of Agriculture
  - Purpose: Assist in the development of essential community facilities. Most funds are used for Public Facilities (water/wastewater infrastructure, street and drainage improvements and housing activities), there are numerous other activities for which these funds may be used.
  - Eligibility: Eligible applicants are non entitlement general purpose units of local government including cities and counties that are not participating or designated as eligible to participate in the entitlement portion of the federal Community Development Block Grant Program (CDBG).

- More information:  
[http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant\(CDBG\)/CDBGResources/Applications/CommunityDevelopmentFundApplicationGuide.aspx](http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant(CDBG)/CDBGResources/Applications/CommunityDevelopmentFundApplicationGuide.aspx)
- **Community Facilities Grants**
  - Grantor: U.S. Department of Agriculture
  - Purpose: assist in the development of essential community facilities in rural areas and towns.
  - Eligibility: public entities such as municipalities, counties, and special-purpose districts, as well as non-profit corporations and tribal governments. Towns of up to 20,000 in population.
  - Limitations: Development Financing, Construction
  - More information: <http://reconnectingamerica.org/resource-center/federal-grant-opportunities/>
- **Community Outdoor Outreach Program (CO-OP) grant**
  - Grantor: Texas Parks and Wildlife Department
  - Purpose: Provides funding to local governments and non-profit organizations for programming that introduces under-served populations to environmental and conservation programs as well as TPWD mission oriented outdoor activities.
  - Eligibility: Grants are awarded to non-profit organizations, schools, municipalities, counties, cities, and other tax-exempt groups.
  - Limitations: This is not a land acquisition or construction grant; this is only for programs.
  - More information: <https://tpwd.texas.gov/business/grants/recreation-grants/community-outdoor-outreach-program-co-op-grants>
- **Economic Impact Initiative Grants**
  - Grantor: U.S. Department of Agriculture
  - Purpose: Provides funding to assist in the development of essential community facilities in rural communities with extreme unemployment and severe economic depression.
  - Eligibility Rural areas including; cities, villages, townships, towns and federally-recognized Tribal Lands, with no more than 20,000 residents that have a "Not Employed Rate" greater than 19.5%

- Limitations: Populations restrictions
- More information: <https://www.rd.usda.gov/programs-services/economic-impact-initiative-grants>
  
- **Electric and Telecommunications Program**
  - Grantor: U.S. Department of Agriculture
  - Purpose: Provide financial aid through direct and guaranteed loans for electric and telecommunications services.
  - Eligibility: Electric- rural areas defined by the U.S. census. Telecommunications- rural populations with 5,000 or less.
  - Limitations: Populations restrictions
  - More information: Electric- <http://www.rd.usda.gov/programs-services/electric-infrastructure-loan-loan-guarantee-program> Telecommunication- <http://www.rd.usda.gov/programs-services/telecommunications-infrastructure-loans-loan-guarantees>
  
- **Energy Efficiency and Conservation Loan Program**
  - Grantor: U.S. Department of Agriculture
  - Purpose: Provides loans to finance energy efficiency and conservation projects for commercial, industrial, and residential consumers.
  - Eligibility: businesses (utility systems) that have direct or indirect responsibility for providing retail electric service to persons in a rural area. In general, a rural area for EECLP purposes is a town, or unincorporated area that has a population not greater than 20,000 inhabitants, and any area within a service area of a borrower for which a borrower has an outstanding loan.
  - More information: <https://www.rd.usda.gov/programs-services/energy-efficiency-and-conservation-loan-program>
  
- **Fair Housing Initiative Program - Fair Housing Organization Initiative**
  - Grantor: U.S. Department of Housing and Urban Development
  - Purpose: Provides funding that build the capacity and effectiveness of non-profit fair housing organizations by providing funds to handle fair housing enforcement and education initiatives more effectively. Encourages the creation and growth of organizations that focus on the rights and needs of underserved groups, particularly persons with disabilities.

- Eligibility: qualified fair housing enforcement organizations with at least two years of experience in complaint intake, complaint investigation, testing for fair housing violations, and a record of meritorious claims in the three years prior to the filing of their application
  - More information: [https://www.hud.gov/program\\_offices/fair\\_housing\\_equal\\_opp/partners/FHIP](https://www.hud.gov/program_offices/fair_housing_equal_opp/partners/FHIP)
- **Farm to School Grant Program**
    - Grantor: USDA
    - Purpose: to assist implementation of programs that improve access to local foods in eligible schools, particularly farm to school programs.
    - Eligibility: Eligible Schools; State and Local Agencies; Indian Tribal Organizations Agricultural Producers or Groups of Agricultural Producers; and Non-Profit Entities
    - Limitations: provides at least 25% of funding costs
    - More Information: <http://www.fns.usda.gov/farmentoschool/farm-school-grant-program>
- **Federal Community Development Block Grant funds**
    - Grantor: Texas department of Agriculture
    - Purpose: develop viable communities by providing decent housing and suitable living environments, and expanding economic opportunities. Eliminate conditions hazardous to the public health and of an emergency nature.
    - Eligibility: 51 percent low- to moderate-income persons, which are defined as those who earn equal to or less than 80% of the area median family income, or earn equal to or less than less than 80% of the statewide non-metropolitan median family income figure.
    - More information: [http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant\(CDBG\)/About.aspx](http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant(CDBG)/About.aspx)
- **Governor's Community Achievement Awards (GCAA)**
    - Grantor: Texas Department of Transportation, Keep Texas Beautiful
    - Purpose: Awarded to organizations with grassroots environmental programs. Funding comes from money set aside by TxDOT for landscaping needs. The funds are used for landscaping projects along local rights-of-way.
    - Eligibility: All Texas communities
    - More Information: <https://www.ktb.org/gcaa>

- **Homeowner’s Rehabilitation Assistance Program**
  - Grantor: Texas Department of Housing and Community Affairs.
  - Purpose: This program provides the following services:
    - Rehabilitation or reconstruction of owner-occupied housing on the same site
    - New construction of site-built housing on the same site to replace an existing owner occupied Manufactured Housing Unit (MHU).
    - Replacement and relocation of existing housing located in a floodplain to a new MHU or new construction of housing on an alternative site.
    - New construction or a new MHU to replace a housing unit that has become uninhabitable as a result of disaster or condemnation by local government
    - If allowable under the Notice of Funding Availability (NOFA), refinance of existing mortgages meeting federal requirements.
  - Eligibility: Organizations must now apply and receive HOME funds under the CHDO set-aside in order to be certified as a CHDO.
  - More information: <http://www.tdhca.state.tx.us/home-division/hra.htm>
  
- **Homebuyer Assistance (HBA) Program**
  - Grantor: general local governments, public housing authorities, local mental health authorities, and nonprofits
  - Purpose: To provide-
    - Down payment and closing cost assistance for homebuyers; and
    - Rehabilitation for accessibility modifications of single family housing units as necessary.
  - More information: <https://www.tdhca.state.tx.us/home-division/hba.htm>
  
- **Housing Preservation Grants**
  - Grantor: U.S. Department of Agriculture
  - Purpose: to repair or rehabilitate individual housing, rental properties, or co-ops owned and/or occupied by very low- and low-income rural persons. Eligibility: Very low income is defined as below 50 percent of the area median income (AMI); low income is between 50 and 80 percent of AMI. Eligible sponsors include state agencies, units of local government, Native American tribes, and nonprofit organizations.
  - Limitations: competitive and are made available in areas wherever there is a concentration of need

- **Humanities Texas Grants**
  - Grantor: Humanities Texas
  - Purpose: Enable communities throughout the state to develop programs of local interest promoting heritage, culture, and education. To support a wide range of public programs: lectures, panel discussions, and conferences; teacher institutes; reading- and film-discussion groups; interpretive exhibits; television and radio programming; film production; and interactive multimedia programming.
  - Eligibility: Nonprofit organizations and state and local governmental entities
  - More Information: <https://www.humanitiestexas.org/grants>
  
- **Intermediary Relending Program**
  - Grantor: U.S. Department of Agriculture
  - Purpose: Finance business facilities and community development projects in rural areas.
  - Eligibility: Rural areas and incorporated places with populations of less than 25,000
  - Limitations: Interest rate 1% maximum term is 30 years, \$250,000 maximum loan
  - More information: <http://www.rd.usda.gov/programs-services/intermediary-relending-program>
  
- **Local Parks Grants**
  - Grantor: Texas Parks and Wildlife Department
  - Purpose: Assist with the acquisition and/or development of public recreation areas and facilities throughout the State of Texas.
  - Eligibility: local units of government
  - Limitations: The Program provides 50% matching grants on a reimbursement basis to eligible applicants. All grant assisted sites must be dedicated as parkland in perpetuity, properly maintained and open to the public.
  - More information <https://tpwd.texas.gov/business/grants/recreation-grants/about-local-parks-grants>
  
- **Low-Income Housing Tax Credit (LIHTC)**
  - Grantor: U.S. Treasury Department via the Internal Revenue Code
  - Purpose: directing private capital toward the development and preservation of affordable rental housing for low-income households.

- Eligibility: Private for-profit and nonprofit developers. Tenants earning up to 60% of the area median family income (AMFI), which varies by area.
- More information can be found at <http://www.huduser.org/portal/datasets/lihtc.html>
- **Multi-Family Housing Loan Guarantees**
  - Grantor: U.S. Department of Agriculture
  - Purpose: to increase the supply of moderately-priced housing in rural areas
  - Eligibility: be a U.S. citizen(s) or legal resident(s), a U.S. owned corporation, a limited liability corporation (LLC) or a partnership in which the principals are U.S. citizens or permanent legal residents.
  - Limitations: The maximum loan to value is 90% for for-profit entities and 97% for non-profit entities.
  - More Information: <http://www.rd.usda.gov/programs-services/multi-family-housing-loan-guarantees>
- **Mutual Self-Help Housing**
  - Grantor: U.S. Department of Agriculture (USDA) & Rural Development
  - Purpose: Provides grants to qualified organizations to help them carry out local self-help housing construction projects. Grant recipients supervise groups of very-low- and low-income individuals and families as they construct their own homes in rural areas.
  - Eligibility: Government non-profit organization, federally-recognized Tribes, private non-profit organizations
  - Limitations: Technical assistance and supervision of group of labors, non-profit
  - More information: <http://www.rd.usda.gov/programs-services/mutual-self-help-housing-technical-assistance-grants>
- **Neighborhood Stabilization Program (NSP)**
  - Grantor: U.S. Department of Housing and Urban Development
  - Purpose: to stabilize communities that have suffered from foreclosures and abandonment by providing funds to purchase and redevelop distressed residential properties.
  - Eligibility: States, territories and local governments
  - Limitations: Varies
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>



- **Oaks and Prairies Joint Venture with the Texas Parks and Wildlife Department**
  - Grantor: Oaks and Prairies Joint Venture with the Texas Parks and Wildlife Department
  - Purpose: This organization provides assistance in obtaining conservation easements.
  - More information:  
[http://www.tpwd.state.tx.us/publications/pwdpubs/media/pwd\\_bk\\_w7000\\_1220.pdf](http://www.tpwd.state.tx.us/publications/pwdpubs/media/pwd_bk_w7000_1220.pdf) ;  
<http://www.nature.org/about-us/private-lands-conservation/conservation-easements/all-about-conservation-easements.xml>
  
- **Pedestrian and Bicycle Safety Program**
  - Grantor: Department of Transportation
  - Purpose: Conduct research and develop guidelines, tools and safety countermeasures to reduce pedestrian and bicycle fatalities.
  - Eligibility: State/MPO allocated
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>
  
- **Planning and Capacity Building Fund**
  - Grantor: Texas Department of Agriculture
  - Purpose: provides grants for local public facilities and housing planning activities.
  - Eligibility: Non-entitlement cities under 50,000 in population and non-entitlement counties that have a non-metropolitan population under 200,000 and are not eligible for direct CDBG funding from HUD may apply for funding through any of the Texas CDBG programs.
  - Limitations: Maximum grant award: \$55,000, competitive application process, applications accepted biennially, grants provided annually.
  - More information:  
[http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant\(CDBG\)/PlanningandCapacityBuildingFund.aspx](http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/RuralCommunityDevelopmentBlockGrant(CDBG)/PlanningandCapacityBuildingFund.aspx)
  
- **Planning and Local Technical Assistance Programs**
  - Grantor: EDA
  - Purpose: Assists eligible recipients in creating regional economic development plans designed to build capacity and guide the economic prosperity and resiliency of an area or region. Supports Partnership Planning investments to facilitate the development, implementation,

revision, or replacement of Comprehensive Economic Development Strategies (CEDS). The Local Technical Assistance program strengthens the capacity to undertake and promote effective economic development programs through projects such as feasibility analyses and impact studies.

- Eligibility: State governments, County governments, City or township governments, Public and State controlled institutions of higher education, Native American tribal governments (Federally recognized), Nonprofits, Private institutions of higher education
  - More Information: <https://www.eda.gov/funding-opportunities/index.htm>
- **Public Lands Highways**
    - Grantor: Department of Transportation
    - Purpose: Transportation planning, research, and engineering and construction of, highways, roads, parkways, and transit facilities that are within, adjacent to, or provide access to Indian reservations and Federal public lands, including national parks, refuges, forests, recreation areas, and grasslands.
    - Eligibility: State DOTs, Federal Land Management Agencies, State government agencies, metropolitan planning organizations, local governments, and tribal governments – must apply through DOTs
    - Limitations: Livability is a criteria that will be considered in the selection of projects.
    - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>
- **PWD Reservation Funds for HBA/Rehab, HRA, and TBRA**
    - Grantor: general local governments, public housing authorities, local mental health authorities, and nonprofit entities
    - Purpose: assist households that include a person with a disability.
    - Eligibility: Eligible applicants may access the persons with disabilities set-aside by submitting a request for access to the set-aside on the application. Administrators with an existing Reservation System Agreement (RSA) may request an amendment to their agreement to access the persons with disabilities set-aside.
    - More Information: <https://www.tdhca.state.tx.us/hf/index.htm>

- **Recreational Trail Grants**

- Grantor: Texas Parks and Wildlife Department
- Purpose: TPWD administers the National Recreational Trails Fund in Texas under the approval of the Federal Highway Administration (FHWA). This federally funded program receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles.
- Eligibility: Funds can be spent on both motorized and non-motorized recreational trail projects such as the construction of new recreational trails, to improve existing trails, to develop trailheads or trailside facilities, and to acquire trail corridors.
- Limitations: The grants can be up to 80% of project cost with a maximum of \$200,000 for non-motorized trail grants and currently there is not a maximum amount for motorized trail grants (call 512-389-8224 for motorized trail grant funding availability).
- More information: <https://tpwd.texas.gov/business/grants/recreation-grants/recreational-trails-grants>

- **Recreational Trails Program (RTP)**

- Grantor: Department of Transportation
- Purpose: Funding for maintenance and new construction of recreational trails and related facilities.
- Eligibility: State/MPO allocated
- More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>

- **Real Estate Development**

- Grantor: Texas Department of Agriculture
- Purpose: Provides a zero-interest loan to fund real estate acquisition or improvements to create or retain permanent jobs in primarily rural communities and counties.
- Eligibility: Non-Entitlement city or county governments
- Eligible Uses: Purchase of land and/or buildings, construction of buildings and/or site improvements, and rehabilitation of existing buildings.  
Improvements are intended to be owned by the applicant community and leased to the business. Real estate improvements require full repayment. Real Estate assistance is provided to purchase, construct, or rehabilitate real estate

- More Information:  
<http://www.texasagriculture.gov/GrantsServices/RuralEconomicDevelopment/TexasCapitalFund/RealEstateDevelopment.aspx>
  
- **Rural Broadband Program**
  - Grantor: U.S. Department of Agriculture
  - Purpose: Provides financing to telecommunications providers in rural areas where traditional financing is not otherwise available.
  - Eligibility: Rural communities with a population of 20,000 or less
  - Limitations: Interest rate set at US Treasury rate, to provide up to 80% of principal
  - More information: <http://www.rd.usda.gov/programs-services/farm-bill-broadband-loans-loan-guarantees>
  
- **Rural Business Enterprise Grant Program**
  - Grantor: USDA
  - Purpose: The RBEG program provides grants for rural projects that finance and facilitate development of small and emerging rural businesses help fund distance learning networks, and help fund employment related adult education programs.
  - Eligibility: Rural public entities (towns, communities, State agencies, and authorities), Indian tribes and rural private non-profit corporations are eligible to apply for funding.
  - Limitations: Generally grants range \$10,000 up to \$500,000.
  - More Information: <http://www.rd.usda.gov/programs-services/rural-business-development-grants>
  
- **Rural Business Opportunity Grants (RBOG)**
  - Grantor: U.S. Department of Agriculture
  - Purpose: promotes sustainable economic development in rural communities with exceptional needs through provision of training and technical assistance
  - Eligibility: Rural public bodies, rural nonprofit corporations, rural Indian tribes, and cooperatives with primarily rural members.
  - Limitations: The maximum grant for a project serving a single state is \$50,000. The maximum grant for a project serving two or more states is \$150,000.

- More Information:  
[http://www.usda.gov/wps/portal/usda/usdahome?contentid=kyf\\_grants\\_rd2\\_content.html](http://www.usda.gov/wps/portal/usda/usdahome?contentid=kyf_grants_rd2_content.html)
- **Rural Community Development Initiative**
  - Grantor: U.S. Department of Agriculture
  - Purpose: To develop the capacity and ability of private, nonprofit community-based housing and community development organizations, and low income rural communities to improve housing, community facilities, community and economic development projects in rural areas.
  - Eligibility: Rural and rural area--Any area other than (i) a city or town that has a population of greater than 50,000 inhabitants; and (ii) the urbanized area contiguous and adjacent to such city or town.
  - More Information: <https://www.rd.usda.gov/programs-services/rural-community-development-initiative-grants>
- **Rural Cooperative Development Grant Program**
  - Grantor: U.S. Department of Agriculture
  - Purpose: Helps improve the economic condition of rural areas by helping individuals and businesses start, expand or improve rural cooperatives and other mutually-owned businesses through Cooperative Development Centers.
  - Eligibility: Nonprofit corporations and institutions of higher education are eligible to apply for this program.
  - Limitations: Public bodies, for-profit business and individuals are not eligible.
  - More Information: <https://www.rd.usda.gov/programs-services/rural-cooperative-development-grant-program>
- **Rural Economic Development Loan and Grant (REDLG)**
  - Grantor: U.S. Department of Agriculture
  - Purpose: provides grant funds to local utility organizations, which use the funding to establish revolving loan funds.
  - Eligibility: A not-for-profit utility that is eligible to receive assistance from the Rural Development Electric or Telecommunication Program or a current Rural Development Electric or Telecommunication Programs Borrower.
  - Limitations: Eligibility restrictions apply.

- More Information: <http://www.rd.usda.gov/programs-services/rural-economic-development-loan-grant-program>
- **Rural Economic Development Program**
  - Grantor: U.S. Department of Agriculture
  - Purpose: Finance economic development and job creation in rural areas
  - Eligibility: Any area excluding cities with populations over 50,000
  - Limitations: up to \$300,000 in grants, up to \$1 million in loans, 10 years at 0%
  - More information: <http://www.rd.usda.gov/programs-services/rural-economic-development-loan-grant-program>
- **Rural Energy for America Program Renewable Energy Systems & Energy Efficiency Improvement Guaranteed Loans & Grants**
  - Grantor: U.S. Department of Agriculture (USDA) & Rural Development
  - Purpose: Provides guaranteed loan financing and grant funding to agricultural producers and rural small businesses for renewable energy systems or to make energy efficiency improvements.
  - Eligibility: Businesses must be in an area other than a city or town with a population of greater than 50,000 inhabitants and the urbanized area of that city or town. Check eligible business addresses. Agricultural producers may be in rural or non-rural areas.
  - Limitations: Applicants must provide at least 75% of the project cost if applying for a grant only. Applicants must provide at least 25% of the project cost if applying for guaranteed loan, or guaranteed loan and grant combination. Projects greater than \$200,000 require a technical report. Energy efficiency projects require an energy audit or assessment.
  - More information: <https://www.rd.usda.gov/programs-services/rural-energy-america-program-renewable-energy-systems-energy-efficiency>
- **Rural Rental Housing Loans**
  - Grantor: U.S. Department of Agriculture
  - Purpose: Rural Rental Housing Loans are direct, competitive mortgage loans made to provide affordable multifamily rental housing for very low-, low-, and moderate-income families
  - Eligibility: Ownership - Individuals, partnerships, limited partnerships, for-profit corporations, nonprofit organizations, limited equity cooperatives, Native American tribes, and public

agencies are eligible to apply. For-profit borrowers must agree to operate on a limited-profit basis (currently 8 percent on initial investment).

- More Information: [http://www.rurdev.usda.gov/HAD-Direct\\_Rental\\_Loans.html](http://www.rurdev.usda.gov/HAD-Direct_Rental_Loans.html)
- **Rural Transit Assistance Program (5311b3)**
  - Grantor: Department of Transportation
  - Purpose: provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in no urbanized areas.
  - Eligibility: States, local governments, and providers of rural transit services.
  - Limitations: Apportioned to States by a formula
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>
  - More Information: <http://www.rd.usda.gov/programs-services/rural-economic-development-loan-grant-program>
- **Rural Water & Waste Disposal Loan & Grant Program**
  - Grantor: U.S. Department of Agriculture (USDA)
  - Purpose: Provides funding for clean and reliable drinking water systems, sanitary sewage disposal, sanitary solid waste disposal, and storm water drainage to households and businesses in eligible rural areas.
  - Eligibility: Rural areas, cities, and towns with a population up to 10,000
  - Limitations: quarterly interest rates, maximum repayment period 40 years
  - More information: <http://www.rd.usda.gov/programs-services/water-waste-disposal-loan-grant-program>
- **Rural Water & Waste Disposal Loan Guarantees**
  - Grantor: U.S. Department of Agriculture (USDA)
  - Purpose: private lenders provide affordable financing to qualified borrowers to improve access to clean, reliable water and waste disposal systems for households and businesses in rural areas.
  - Eligibility: Rural areas, cities, and towns with a population up to 10,000
  - Limitations: 90% private lender

- More information: <http://www.rd.usda.gov/programs-services/water-waste-disposal-loan-guarantees>
- **Safe Routes to School**
  - Grantor: Department of Transportation
  - Purpose: Funding to improve sidewalks, crosswalks, bicycle infrastructure, and street improvements near elementary and middle schools.
  - Eligibility: Determined by state DOT
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>
- **Single Family Home Repairs (Section 504)**
  - Grantor: U.S. Department of Agriculture (USDA) & Rural Development
  - Purpose: provide loans to very-low-income homeowners to repair, improve, or modernize their homes or grants to elderly very-low-income homeowners to remove health and safety hazards.
  - Eligibility: Rural areas with populations up to 10,000 if located in a MSA or up to 20,000 if not in a MSA.
  - Limitations: up to \$7,500-27,500 loans and grants, 20 year repayment, very-low-income applicants or elderly persons age 62 or older.
  - More information: <http://www.rd.usda.gov/programs-services/single-family-housing-repair-loans-grants>
- **Surface Transportation Program - Transportation Enhancement**
  - Grantor: Department of Transportation
  - Purpose: expand transportation choices and enhance transportation through 12 eligible transportation enhancement surface transportation activities, including pedestrian & bicycle infrastructure and safety programs, landscaping beautification, historic preservation, and environmental mitigation.
  - Eligibility: State/MPO allocated
  - Limitations: Apportioned to States by a formula
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>



- **Transportation Planning Capacity Building Program (TPCB)**
  - Grantor: Department of Transportation
  - Purpose: Provides training, technical assistance, and support to help decision makers, transportation officials, and staff resolve complex transportation needs in their communities.
  - Eligibility: State, metropolitan, rural and small communities, tribal and public lands planning opportunities are available.
  - More Information: <http://www.reconnectingamerica.org/resource-center/federal-grant-opportunities/>
  
- **Texas Workforce Commission's Skill Development Program**
  - Grantor: Texas Workforce Commission through Texas Legislature
  - Purpose: provides grants to community and technical colleges to provide customized job training programs for businesses who want to train new workers or upgrade the skills of their existing workforce.
  - Eligibility: A business, consortium of businesses, or trade union identifies a training need, and then partners with a public community or technical college.
  - Limitations: Texas Administrative Code, Title 40, Part 20, Chapter 803 and Texas Labor Code, Chapter 303.
  - More Information: <http://www.twc.state.tx.us/partners/skills-development-fund>