

Communities Are Embracing Development near Transit: A Snapshot of Transit-Oriented Development Support across the United States

By

Jana Lynott

AARP Public Policy Institute

Mariia Zimmerman and Patricia Happ

MZ Strategies LLC



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**Public Policy
Institute**

Executive Summary

Across the country, more communities are looking for ways to enhance their livability. Transit-oriented development (TOD) is one means of creating sought after, economically vibrant neighborhoods. Transit-oriented development—which includes a mixture of housing, office, retail, and/or other commercial development and amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation—can boost transit ridership, reduce traffic and vehicle emissions, and encourage active lifestyles. TOD can provide residents critical connections to regional amenities, health services, and economic opportunity. In the end, all stakeholders benefit—from residents to businesses to public tax coffers.

Overall, the TOD of today is a story of success. But implementing TOD is more challenging than building single use development on virgin land. More than other forms of development, TOD requires a collaboration of multiple public and private players. It requires a complex web of planning, financing, and construction activities, most typically as part of redevelopment initiatives. One of the largest challenges these actors must tackle is keeping what have become highly sought-after neighborhoods affordable.

This paper provides a snapshot of the ways that state, regional, and local government support TOD. Case studies highlight achievements in Denver and Atlanta, along with the community response to TOD challenges. This snapshot is the most comprehensive list to-date of the ways in which government and quasi-government entities support TOD through policy, planning, funding, financial incentives and TOD programs.

KEY FINDINGS

Public policies and programs can either support TOD or make it more challenging and costly to build. Over the past decade, a growing number of cities, counties, and regional agencies updated or enacted policies and implemented programs to create these types of walkable, mixed-use neighborhoods.

TOD benefits from strong support from multiple community actors. This research identified more than 100 state, regional, and local TOD-supportive

actions. More than half of all states (26) and 63 percent of the states that received federal transit capital or TOD planning grants had TOD-supportive policy on the books; 82 percent of regions we looked at had taken supportive action. We found TOD supports in all but 4 of the 70 localities we investigated. Some places have taken action across all scales of government, such as in California, Connecticut, Georgia, Minnesota, Pennsylvania, and Utah.

Local governments in particular are supporting TOD through a variety of policies, planning efforts, zoning, and fiscal incentives. *Regional transit agencies* are using their real estate assets to catalyze development near transit, and *metropolitan planning organizations* are taking the lead in drawing up model TOD zoning district templates or design guidelines that localities can adopt within their own policy and regulatory documents. *States* are emerging as key financial partners, enabling local and regional agencies to work with private developers to increase the supply and range of housing located near public transit. The *nonprofit sector* has elevated the issue of equity throughout TOD planning and construction and is partnering with the public sector to increase affordable housing in these neighborhoods. Together, these actions set the stage for increased livability in communities of all sizes.

TOD requires complex funding and partnerships. Metro Transit in the Twin Cities, for example, identified more than 70 federal, state, local, and private grants and financing opportunities for TOD development, many of which have been tapped to build TOD neighborhoods around the region's 3 new Metro light rail and BRT lines. Case examples from Atlanta and Denver also illustrate this point.

Equitable TOD is emerging as a top issue for localities. In one respect, TOD is a victim of its own success. The first waves of TOD construction often result in significant property value increases. The downside to the otherwise positive achievement of mobility and economic development goals is that lower-income residents can either be displaced from or kept out of these transit-rich neighborhoods that offer mobility

and economic benefits. The concept of equitable TOD seeks to ensure that residents of all incomes and backgrounds can afford to live near—and take advantage of—high-frequency public transportation services and other neighborhood amenities.

Those setting and implementing TOD policy must address affordability up-front and continually measure TOD performance against equity principles. No one strategy will be enough. Multiple strategies, involving multiple

stakeholders across all sectors, will need to be employed.

TOD supports are universally found in regions with high-ridership transit systems.

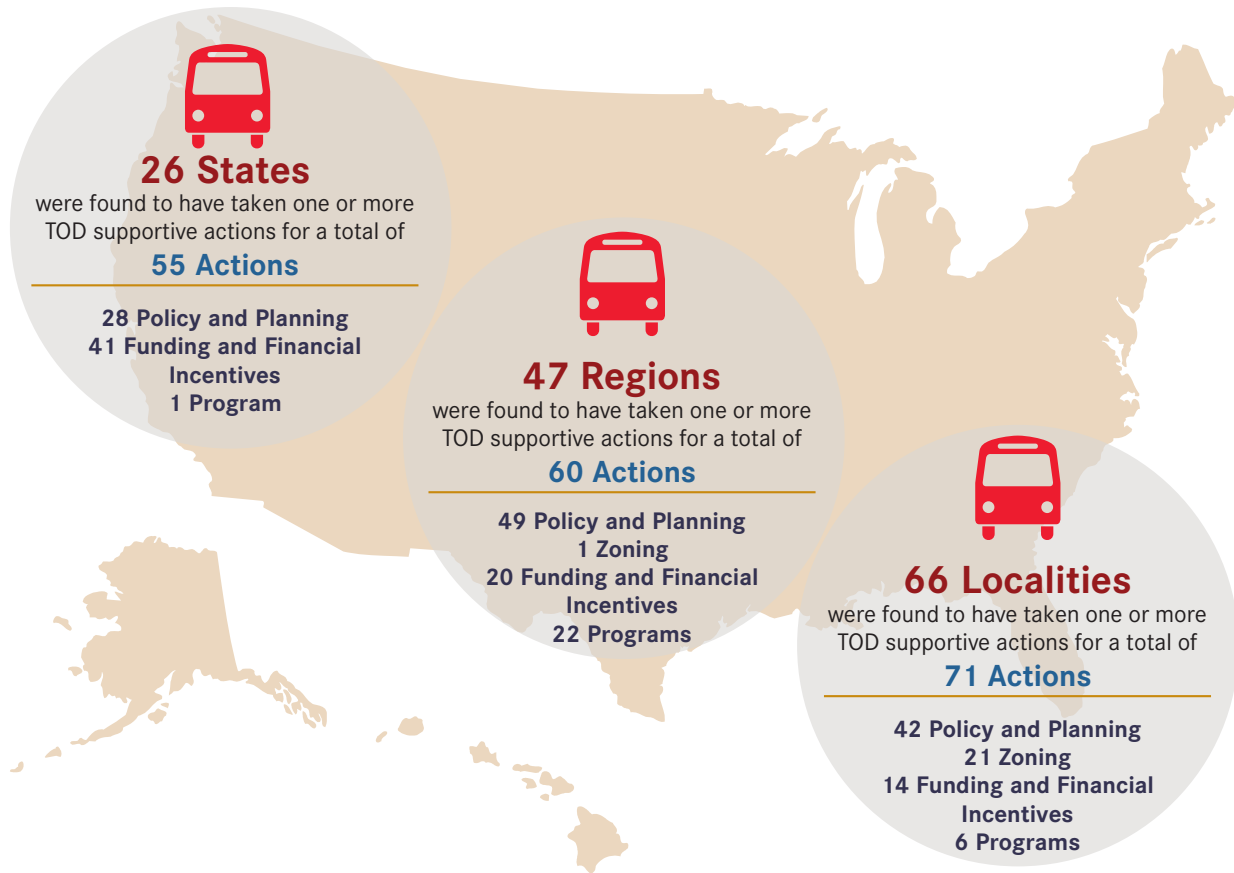
Transit investments support TOD travel needs, while TOD helps to generate ridership for the same transit investments. Seventeen of the top 25 transit ridership systems in the United States benefit from TOD support at all levels of government. TOD supports were found in at least 2 levels of government in those 25 systems.



2015–2016 TOD Snapshot

TOD Supportive Actions*

Policy and Planning, Zoning, Funding and Financial Incentives, Programs



* A single action can be classified as one or more types of TOD support. Multiple actions can be taken by a state, region, or locality.



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Introduction

Across the country, more communities are looking for ways to increase mobility options for residents and to create economically and socially vibrant, walkable communities. Transit-oriented development (TOD) is one tool that achieves these goals, by locating both residential and commercial activities near transit with safe and accessible sidewalk connections between destinations. The convenient layout of TOD neighborhoods makes it easy for people of all ages to get around without driving.

TOD, however, is not a simple undertaking; it comes with many challenges, including those brought on after it has achieved its original goals. Unlike greenfield development,¹ TOD requires a complex web of planning, financing, and construction activity carried out by numerous public- and private-sector partners over many years. Overall, the TOD of today is a story of success. Once again, however, that success has come with yet more challenges—namely, keeping what have become highly sought-after neighborhoods affordable.

This paper provides a snapshot of the ways that state, regional, and local government support TOD, highlighting both their various achievements as well as community response to TOD challenges.

What Is TOD?

Transit-oriented development is a type of community development that includes a mixture of housing, office, retail, and/or other commercial development and amenities integrated into a walkable neighborhood located within a half-mile of quality public transportation.²

Successful TODs have been shown to generate revenue for the private and public sectors, boost

transit ridership, reduce traffic and vehicle emissions, and encourage more active lifestyles.

TOD is most closely associated with high-density urban development around rail stations; however, its principles can be applied at smaller scales to support any level of transit investment, including around bus transfer centers in small towns. For the purposes of this research project, we identified TOD policies and programs associated with higher-investment rail and bus rapid transit (BRT) projects.³

TOD Supports Livable Communities for All Ages

Transit-oriented development can help create neighborhoods around transit stations where residents have critical connections to regional amenities, health services, and economic opportunity. The benefits of TOD accrue to residents across their life span. According to one study by the Northern Virginia Transportation Commission (NVTC), adults ages 75 and older living in one of these walkable, mixed-use neighborhoods were more mobile as a result of increased transportation options. They took 20 percent more trips per week than their suburban counterparts across Northern Virginia. Their share of transit trips outpaced those of older suburban residents 4 to 1. More striking was their share of trips on foot: 22 percent compared with 8 percent.^{4,5} Because the NVTC survey was conducted in 2005, public transportation use among older adults has only grown—nationally, by a whopping 40 percent among those 65 and older.⁶ Walking rates are up as well. TOD is a great planning tool to encourage active living by young and old alike.

As great as the mobility benefits of TOD are, the potential economic benefits of TOD typically serve to catalyze numerous federal, state,

1 Greenfield development is development on previously undeveloped land.

2 “FAQs,” Center for Transit-Oriented Development. CTOD.org/faqs.php. Accessed 8/24/2017.

3 Bus Rapid Transit is a form of express bus service typically characterized by a dedicated travel lane, prepayment boarding like on rail, and longer, articulated buses.

4 Northern Virginia Transportation Commission, Meeting the Transportation Needs of Northern Virginia’s Senior: Recommendations for Public Transit Systems and Other Mobility Providers (Arlington, VA: Northern Virginia Transportation Commission, March 24, 2006), <http://69.195.124.133/~thinkou7/uploads/studiesarchive/2006SeniorMobility.pdf>.

5 Jana Lynott, William J. McAuley, and Megan McCutcheon, “Getting Out and About: The Relationship Between Urban Form and Senior Travel Patterns,” *Journal of Housing for the Elderly* 23 (2009): 390–402.

6 Jana Lynott and Carlos Figueiredo, “How the Travel Patterns of Older Adults Are Changing: Highlights from the 2009 National Household Travel Survey,” *Fact Sheet 218*, AARP Public Policy Institute, (Washington, DC,) April 2011.



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Light rail in Portland, Oregon offers convenient access and is a catalyst for the construction of housing, retail, recreation, and employment options beneficial to people of all ages.

regional, and local actors to join forces behind a common TOD vision. For example, Atlanta's BeltLine initiative is evolving into a network of TOD neighborhoods linked by public parks, trails, and transit along a historic 22-mile abandoned rail corridor circling downtown. First conceived in 1999, the Atlanta BeltLine has already generated a direct economic impact of more than \$3 billion dollars in private development; this is 7 times greater than the total public/private investment of \$450 million to date.⁷

National real estate trends consistently find that demand for compact TOD communities increases property values by more than 15 percent for office, residential, and commercial use.⁸

According to a recent survey by the Urban Land Institute, Americans of all ages place a premium on living near a mix of shops, restaurants, and offices as well as a range of public transportation options. While the preference for urban living

is strongest among millennials (those born between 1981 and 2004), niche groups of older generations have also contributed to the market demand for walkable neighborhoods that offer a mix of housing and transportation options and proximity to jobs, schools, health care, shopping, entertainment, and parks.⁹

Public policies and programs can either support TOD or make it more challenging and costly to build. Over the past decade, a growing number of cities, counties, and regional agencies updated or enacted policies and implemented programs to create these types of walkable, mixed-use neighborhoods. Some of these jurisdictions established financial incentives or technical assistance programs to encourage building near transit and improve the walkability, safety, and design of local streets and sidewalks. Several transit agencies created programs that make it easier to develop their public property, including for projects that provide housing affordable to

7 "How the BeltLine Is Funded," The Atlanta BeltLine. Accessed February 14, 2017, <http://beltline.org/about/the-atlanta-beltline-project/funding/>.

8 AARP, *The Livability Economy: People, Places, and Prosperity* (Washington, DC), AARP, July 2015, <http://www.aarp.org/livable-communities/tool-kits-resources/info-2015/livability-economy.html>.

9 Urban Land Institute, *America in 2015: A ULI Survey of Views on Housing, Transportation and Community* (Washington, DC: Urban Land Institute, June 2015).

buyers at a variety of price points. Most, if not all, communities that pursue TOD clarify the community's vision through the adoption of policy, corridor- or station-area plans, and design guidelines. Local governments approve TOD zoning districts to provide regulatory support for that vision. Often, all of these strategies are employed.

Why This TOD Snapshot?

This research examines the current state of TOD support at the local, state, and regional levels, based on data collected in late 2015 through 2016 and summarized in the tables of appendix B. In addition to creating more awareness of TOD, PPI will use this research to update its AARP Livability Index.¹⁰ This Snapshot also provides a strong foundation to better understand the depth and variety of TOD programs and policies that have been enacted across the country.

TOD Snapshot Methodology

This 2015–16 TOD Snapshot builds on earlier research conducted by Reconnecting America titled “2010 Inventory of TOD Programs: A National Review of State, Regional and Local Programs That Fund Transit-Oriented Development Plans and Projects.” For this earlier study, Reconnecting America identified state, regional, and local programs that support TOD through direct funding or financial incentives. This Snapshot expands on that list through a three-step process:

1. Identify locations that received 1 of 3 federal transit capital grants since 2010 or a TOD planning grant in 2015. Identify any other metropolitan areas served by 1 of the 25 largest transit providers in the United States.
2. Assess TOD supports.
 - a. We identified programs that explicitly support TOD in these locations. We expanded the definition of TOD programs beyond those that provide direct funding or financial incentives to also include explicit TOD policies, plans, and/or zoning regulation. We also looked for any programs that provided TOD technical

assistance to support local planning and implementation.

- b. We identified other state-level TOD support.
3. We categorized the type of TOD action.

Policy examples include state legislation or adopted regional and local policies that prioritize walkable, mixed-use development and/or public investment near transit. These often take the form of stand-alone TOD policies adopted by a regional planning agency or transit authority, or by a local governmental body, and often highlight the desire to leverage investments in public transportation through effective land use planning and urban design. Design guidelines may be drawn up or joint development policies passed. To receive policy credit from a local comprehensive plan, TOD must be an explicit element of that plan—rather than simply verbiage that is generally supportive of concepts such as mixed-land use, pedestrian-friendly streets, and transit. For instance, complete street design guidelines or mixed-use and multifamily zoning support the goals of compact, walkable communities; however, alone, they do not fully define TOD. State-level policy often defines TOD for the purposes of awarding funding and financial incentives to particular locations. It also includes examples of where state agencies are involved in TOD planning efforts, such as is the case in Florida and Hawaii.

Planning activities included in the Snapshot take numerous forms. Area plans, neighborhood plans, corridor plans, district plans, master plans, and strategic plans that address TOD are counted in this Snapshot. Often the local governing body adopts these plans as subsets of the comprehensive plan in order to provide detailed guidance to the planning and development community for a particular station area. In cases where a regional entity developed the plan, it may not carry as much weight in development review; rather, it serves as a catalyst to get public support for a regional vision. Regional agencies often use their own staff resources to lead TOD planning efforts with the collaboration of local planners. These regional plans may help to generate public support and understanding for the concept and

10 “Livability Index,” AARP. Accessed June 6, 2016, www.aarp.org/livabilityindex.

Form-Based Codes¹¹

Unlike traditional zoning that separates land uses, form-based codes use physical form as an organizing principle to establish the relationship between buildings and the street, pedestrians and vehicles, public and private spaces, and the sizes and types of roads and blocks. Instead of dictating or limiting activities, the code focuses on such elements as parking locations and limits, building frontages and entrances, window dimensions, streetscaping, and building elevations.

to prompt local government actors to adopt more binding policy and zoning.

TOD is inherently long-range: it can take years to build community consensus around a vision, secure funding from numerous sources, and allow time for the local real estate market to respond. While policies and plans in and of themselves do not guarantee that TOD will be built, they are an important first step in establishing a community's vision for future economic and land development, and they often mark a turning point in a community's move toward more compact, pedestrian- and transit-friendly design and away from auto-oriented development patterns.

Zoning is a form of local government regulation that can support TOD. Specifically, we searched for evidence of explicit TOD zoning districts or overlay zoning in localities' zoning ordinances. Occasionally, we came across TOD smart codes or other form-based codes. Because zoning is an activity of local government, we did not identify regulatory activities at the state level. At the regional level, we gave credit to Citizens

for Modern Transit, a regional transit and TOD advocacy organization, for their non-binding TOD overlay zoning district template that several jurisdictions in the St. Louis region have used to adopt TOD zoning. Similar to policy and planning, the presence of TOD-supportive zoning itself does not guarantee that TOD is happening, but it is an important precursor.

There are a host of *funding and financial incentives* at all levels of government that are used to build TOD projects and associated infrastructure in a TOD district, or they are used for property acquisition, land banking, and site cleanup to support redevelopment near transit. Funding examples include grant programs for TOD construction or planning, low-interest or deferred-interest loans made available as gap financing, tax increment financing¹² districts, tax credits, fee exemptions, bond sales, and land transfers. Incentives include density bonuses, reduced parking requirements, expedited permitting, public investment in improvements, and other similar actions. The majority of state level support takes the form of *funding and financial incentives*.

Programs include TOD and joint development programs that facilitate real estate development near transit.¹³ Joint development programs are typically housed within transit agencies, while other TOD programs may be found within regional and local planning offices. Regional programs managed by metropolitan planning organizations (MPOs) often take the form of technical assistance programs where the goal is to enhance the capacity of local government to plan for and implement TOD.

11 AARP, "Form-Based Code," *Fact Sheet*, AARP, Washington, DC, 2014, <http://www.aarp.org/livable-communities/info-2014/livability-factsheet-form-based-code.html>.

12 Tax increment financing allows cities and towns to borrow against an area's future tax revenues in order to invest in immediate projects or encourage present development.

13 As defined by the Federal Transit Administration (<https://www.transit.dot.gov/JointDevelopment>), the term "joint development" refers to

- partnerships between transit agencies and the public or private sector in the development of land either owned by a transit agency or related to a transit system improvement;
- integrated development of transit and nontransit projects, or transit improvements physically related to, and often co-located with, commercial, residential, or mixed-use development; and
- mutual benefit and shared cost among all of the partners involved.

For example, a joint development project would be where a transit agency enters into a partnership with a private developer to build commercial space or residential units on property owned by a transit agency next to a transit station, thereby raising revenue for transit in the process.

2015-2016 TOD Snapshot

TOD Supportive Actions*

Policy and Planning, Zoning, Funding and Financial Incentives, Programs



26 States

were found to have taken one or more TOD supportive actions for a total of

55 Actions

28 Policy and Planning
41 Funding and Financial Incentives
1 Program



47 Regions

were found to have taken one or more TOD supportive actions for a total of

60 Actions

49 Policy and Planning
1 Zoning
20 Funding and Financial Incentives
22 Programs



66 Localities

were found to have taken one or more TOD supportive actions for a total of

71 Actions

42 Policy and Planning
21 Zoning
14 Funding and Financial Incentives
6 Programs



Public Policy

* A single action can be classified as one or more types of TOD support. Multiple actions can be taken by a

The above categorization of TOD supports is not entirely cut-and-dried. Planning efforts may result in official adoption of the plan into policy by the governing body. A transit agency may adopt joint development policy *and* create a joint development program. Design guidelines developed by a regional planning organization may end up coded in the local zoning ordinance. Regional planning organizations may set aside funds for collaborative plan development with local jurisdictions.

Table 1 provides examples of each type of TOD support for each level of government (state, regional, and local).

Appendix A describes this methodology in more detail, including the limitations of the research. Tables 1-3 in Appendix B provides comprehensive lists of TOD support found at the state, regional, and local levels.

Research Results: Different Forms of Support from Different Levels of Government

Of the 38 states identified in the first step of this analysis, 24 were found to have TOD policies or other supports in place. Two additional states (New Jersey and Maine) made our list. New Jersey did not receive federal transit capital or TOD planning-grant funding during the 5 years of analysis; however, the state's Transit Village and Urban Transit Hub TOD supports were flagged in the 2010 inventory, and we did confirm that those programs remain in effect.¹⁴

A Lexis Nexis search revealed that Maine also has TOD-supportive policy. Maine's policy illustrates that TOD is relevant to rural states and small cities and towns, as well as large urban areas.

Of the 57 regions we evaluated, 47 were found to have regional-level TOD supports in place. At the local level, we found TOD supports in all but 4 of the 70 localities we investigated. Following is a look at the various areas of support as uncovered by our research.

STRONG SUPPORT FOR TOD ACROSS ALL LEVELS OF GOVERNMENT

- As shown in Appendix B, this research identified *more than 100 state, regional, and local TOD-supportive actions*.
- More than half of all states (26), and 63 percent of the states that received federal transit capital or TOD planning grants had TOD-supportive policy on the books.
- Eighty-two percent of regions that had received federal transit capital or TOD planning grants had taken supportive action. Only 10 regions that received funding were found to have no policy adopted by either their MPO, or equivalent, or transit authority.
- Some places are taking action across all scales, including at the state level, such as in California, Connecticut, Georgia, Minnesota, Pennsylvania, and Utah.

STATE LEVEL: MOSTLY FUNDING SUPPORT

- Forty-one states provide TOD support by specifically allowing for the use of tax increment or other financing that supports TOD, by authorizing the formation of public-private partnership arrangements, through state-funded grants, tax credits or exemptions, and through other forms of financial incentives.
- Several states define transit-oriented districts in state code and then offer a variety of financial tools and incentives for economic development in those areas. For example, New Jersey state law directs the Commerce Commission to designate "urban transit hubs." Hubs must be located within a one-half to one-mile radius of various forms of transit. Businesses that invest at least \$50 million in capital and employ at least 250 people within those hubs may qualify for tax credits.
- Several states foster TOD planning efforts. For instance, Nevada requires regional planning commissions in its largest counties to study and develop incentives for mixed-use development, transit-oriented development, brownfield site development,

¹⁴ In some cases, state policies flagged in the 2010 inventory had expired, but we found other state policy; thus all states that received Livability Index credit in 2010 continue to receive credit in the latest Index update (January 2017).

and low environmental impact development. In Hawaii the state Office of Planning is assisting state agencies in formulating a state TOD strategy.

REGIONAL LEVEL: POLICY, PLANNING SUPPORT, AND JOINT DEVELOPMENT DOMINATE

- Of the 57 regions analyzed, 47 have TOD-supportive actions in place, including 9 regions from the 2010 inventory. Ten regions have more than one type of TOD-supportive regional action.
- The Snapshot identified 22 regional planning programs. Of them, 8 are joint development programs or otherwise provide guidance on redevelopment of their real estate assets to transit agency landowners. They also include a number of livable communities programs that support local initiatives such as station-area planning to increase walkability and compact development. For instance, the Capital District Transportation Committee (CDTC), the MPO for metropolitan Albany, New York, uses its Transportation Linkage Planning Program to provide consultant or CDTC staff technical assistance to carry out joint regional–local planning initiatives that link transportation and land use.¹⁵
- Sixteen regions provide funding tools that help fund TOD planning efforts or directly support the regional transit agency in redeveloping its land near transit.
- Appendix B, Table 2 presents all regional TOD supports found through this research.

LOCAL LEVEL: PRIMARY SUPPORT THROUGH POLICY, PLANNING, ZONING REGULATION, AND DESIGN GUIDANCE

Not surprisingly, much of the TOD-enabling support comes at the local level. Here are some of the different characteristics of such local-level support:

TOD support prevalence. This Snapshot examined 70 cities and counties and found that 65 cities, towns, and counties have some type of local support in place (appendix B, Table 3). A number of other communities examined are updating

comprehensive plans, zoning codes, and street design guidelines, but their current policy was not deemed sufficiently TOD-focused to include in the inventory.

Policy and planning. Forty-two different TOD-specific policy and planning efforts were identified. These include comprehensive plan language, TOD master planning, or TOD design guidelines. For instance, Bridgeport, Connecticut, created the Barnum Station TOD Master Plan and Adaptive Reuse Strategy to guide redevelopment of this former industrial site located in its downtown, near transit.

Policy and zoning. Cities are also enacting TOD policy or special zoning ordinances to prioritize development around transit. One example is Phoenix, Arizona, which adopted a strategic TOD policy framework in 2013, followed by TOD district zoning in 2015. New York City adopted new zoning in 2016 to encourage greater density and housing affordability near transit. New zoning rules make parking optional for new affordable housing units in designated transit-accessible areas, and they allow existing parking for affordable senior housing to be converted into other uses, including green space, amenity space for residents, or additional affordable housing.

Funding and financial incentives. Fourteen cities have funding and other fiscal incentives in place to support TOD. Several cities in Texas (Carrollton, Dallas, Fort Worth, and Houston), as well as Kansas City and Atlanta, use tax increment financing (TIF) to generate funding for infrastructure and development improvements. In Dallas, for instance, the TOD TIF District created in 2008 encourages dense, pedestrian-friendly transit-oriented development adjacent to Dallas Area Rapid Transit (DART) light rail stations. The TOD TIF allows for tax sharing across city TOD districts. A portion of the funding generated from the TIF district goes toward the construction of affordable housing. Denver, Sacramento, and Boston have funds for the development of affordable housing. Indianapolis and St. Paul, Minnesota, offer TOD grants. Other examples of financial incentives include impact fee reduction, the prioritization of Community Development Block Grant funding to

15 “Linkage Program,” Capital District Transportation Committee. Accessed June 6, 2017, <http://www.cdtcmmpo.org/page/10-project-programs/39-linkage-program>.

Table 1
Examples of TOD Supportive Actions Included in This 2015–16 Snapshot

TOD Category	State	Regional	Local
Policy & Planning	<p><i>Adopted legislation or policy that prioritizes development and/or public investments near transit</i></p> <p>The New York State Smart Growth Public Infrastructure Policy Act prohibits a state agency from financing a public infrastructure project unless it is consistent with state smart growth public infrastructure criteria. These criteria include, among other things: fostering mixed land uses and compact development; providing diversity and affordability of housing near places of employment; fostering recreation and commercial development; integrating all income and age groups; and providing mobility through transportation choices, including improved public transportation and reduced automobile dependency.</p>	<p><i>Joint development principles, TOD policy or design guidelines, and corridor/station-area plans</i></p> <p>To help foster the proper growth of station areas, the city of Charlotte, Mecklenburg County, NC, the Metropolitan Transit Commission, and surrounding towns adopted Transit Station Area Joint Development Principles and Policy Guidelines in 2002. The adopted principles and more detailed policy guidelines provide a framework to be used by local governments and the Charlotte Area Transit System to encourage and promote TOD at transit stations.</p>	<p><i>TOD policy within the comprehensive general plan and area plans</i></p> <p>The Los Angeles County, CA, General Plan establishes TOD districts to encourage infill development as well as pedestrian-friendly and community-serving uses within 1/4 to 1/2 mile of transit stops. In addition, the county has adopted TOD-specific plans, with standards, regulations, and infrastructure plans tailored to the unique characteristics and needs of each neighborhood. These plans address issues such as access and connectivity, pedestrian improvements, and safety in detail.</p>
Zoning	<p><i>None</i></p> <p>Zoning is the purview of local government; however the Massachusetts’ Smart Growth Zoning Overlay District Act (Chapter 40R) seeks to substantially boost the supply of housing—and reduce its cost—by encouraging localities to increase the amount of land zoned for dense housing. In return for adopting smart growth zoning and streamlining the development process for 40R districts, cities and towns receive state funding. (Categorized under Funding & Financial Incentives in Appendix B, Table 1.)</p>	<p><i>Model TOD Zoning</i></p> <p>Citizens for Modern Transit, a regional transit and TOD advocacy organization, completed a non-binding TOD overlay zoning district template for the St. Louis region. St. Louis and several of the other region’s local jurisdictions have adopted form-based TOD overlay districts for station areas within their boundaries.</p>	<p><i>TOD zoning districts or overlay zoning</i></p> <p>Grand Rapids, MI, updated its zoning ordinance to specifically encourage TOD. Incentives include granting the planning director the authority to waive 50% of parking requirements for new development within 300 feet of a BRT station or 100 feet of a transit stop, if that development complies with city redevelopment goals, including TOD.</p>

support TOD, debt refinancing, tax abatement, and expedited development review.

TOD-specific programs. The research team identified six local TOD programs. They include TOD staff positions in cities like St. Paul, and the SustainIndy program in Indianapolis. SustainIndy was created to establish public–private partnerships with developers to align public agency policies to better coordinate

transportation and land use and to advance the vision of a more sustainable Indianapolis.

Key Findings: What the Data Say about TOD Today

By examining the TOD initiatives described in the research findings, we were able to glean several broader findings concerning TOD today.

TOD Category	State	Regional	Local
Funding & Financial Incentives	<p><i>Tax credits/exemptions, planning and implementation grants, tax increment financing authority, bond programs, and low-interest or deferred-interest loans</i></p> <p>Rebuild Rhode Island awards tax credits for up to 30% of project costs for qualifying TOD development.</p>	<p><i>Grant programs for TOD planning and implementation, affordable housing funds, loans, or other construction funds to build TOD projects or infrastructure, or for property acquisition, land banking, and cleanup to support (re) development near transit</i></p> <p>The \$24 million Denver Regional Transit-Oriented Development Fund is available to qualified borrowers in seven metropolitan Denver counties to acquire property for affordable housing and supportive commercial space.</p>	<p><i>Expedited approvals, reduced parking requirements, or existing funding programs targeted for TOD; tax increment/allocation districts as well as grant and loan programs</i></p> <p>In Fort Worth, TX, TOD and urban villages are preferred development types; consequently, they are eligible for various types of financial incentives, such as tax abatements, tax increment financing, private activity bonds, public improvement districts, and land acquisition assistance.</p>
Programs	<p><i>State TOD Programs</i></p> <p>Maryland Sustainable Communities (established by the Sustainable Communities Act of 2010) consolidates resources for historic preservation, housing, and economic development under a single designation with an emphasis on infrastructure improvements, multimodal transportation, and "green" development. Existing nonhistoric and historic structures within the state's designated TODs may be eligible for a state tax credit for qualified commercial rehabilitation projects. TOD housing receives bonus points in the calculation of federal low-income housing tax credits. State law has designated TODs as having a transportation purpose, making TOD eligible for funding from the Transportation Trust Fund.</p>	<p><i>Regional TOD programs such as joint development programs within transit agencies that facilitate real estate development near transit</i></p> <p>The Washington Metropolitan Area Transit Authority (WMATA) in the Washington, DC, region has an active public/private joint development program. WMATA aggressively seeks partners to develop property owned or controlled by it in order to achieve TOD, increase ridership, generate revenue, and create added real estate tax value.</p>	<p><i>Local TOD programs</i></p> <p>Through Honolulu's TOD program, staff from the Department of Planning and Permitting are working with community stakeholders in the development of neighborhood TOD plans for station areas, new TOD zoning and land-use regulations, and a financial toolkit of available funding mechanisms. An Oahu housing strategy has been drafted and pedestrian, bicycle, and transit access improvements have been identified for every station. An interdepartmental group works to ensure seamless, safe connections between transit stations. An asset-optimization approach is being used to evaluate city properties in TOD areas for potential redevelopment. Partnerships have been formed with state agencies to identify and prioritize the potential for TOD on state lands.</p>

TOD REQUIRES COMPLEX FUNDING AND PARTNERSHIPS

TOD is not cookie-cutter development, and developers may prefer less complex options for a variety of reasons. For one, this form of development is illegal in most jurisdictions. Where zoning codes simply do not allow TOD to be built, developers must engage in protracted negotiations with local government to get permission to build. Many lenders still

prefer to fund isolated single-use development. The mixed-use aspect often makes financing more difficult. Add in higher land costs in urban areas, the need to provide high-quality transportation infrastructure for multiple modes of travel, and the societal desire to create income-diverse communities, and it's obvious why developers face higher land development costs and complexities. It takes a partnership among multiple actors to successfully pull off TOD.



Photo credit: Jana Lynott

The Twin Cities have tapped a variety of funding programs to build TOD neighborhoods around three new Metro light rail and BRT lines.

Case Example 1: The Twin Cities.

MetroTransit in the Twin Cities compiled a *Transit Oriented Development (TOD) Funding Guide* of grant and financing opportunities used for a wide variety of TOD development, predevelopment, and planning purposes. In this guide the agency lists 24 available regional funding sources, 16 state funding sources, 8 existing local programs and 12 potential local funding sources (e.g., development impact fees, general obligation bonds), 7 existing and potential public/private programs (e.g., Twin Cities Community Land Bank, location efficient mortgages, equity investment), and 4 potential federal opportunities (e.g., EPA Brownfields Cleanup)—not even counting the major US Department of Transportation(USDOT)-supportive programs we've flagged in this paper. Minneapolis and St. Paul have tapped several of these programs to create TOD neighborhoods around three new Metro light rail and BRT lines.

Case Example 2: Atlanta. To address the complex funding arrangements and cross-sectoral partnerships, Atlanta created a project management and revenue generation structure tailored for its BeltLine initiative. To oversee the planning and execution of the Atlanta BeltLine vision, Invest Atlanta (formerly the Atlanta Development Authority) created Atlanta BeltLine Inc. (ABI) in 2006. ABI staff works closely with city of Atlanta departments to define details of the plan, secure public funding, inform and engage members of the community, and serve as the overall project management office for construction of the trails, transit, parks, and other key components. The Atlanta BeltLine Partnership was formed to help fill the gap between the funding required to realize the vision and that which the public sector can provide. The partnership is a private, independent nonprofit created in 2005 to raise private-sector capital, including from philanthropic organizations. Its mission is also to engage residents of BeltLine



Atlanta's BeltLine TOD neighborhoods are connected to a network of trails, parks, and transit line.

neighborhoods and ensure that the initiative results in positive socioeconomic outcomes for all residents of Atlanta.

In 2004, to supplement public-sector grants, the Atlanta City Council established for the BeltLine a tax allocation district (TAD), which is a form of tax increment financing. In 2005, the Fulton County Board of Commissioners and Atlanta Public Schools also voted to participate as investors in the Atlanta BeltLine, forming a joint redevelopment initiative of the city of Atlanta, Atlanta Public Schools, and Fulton County. When it was created, most properties along the proposed Atlanta BeltLine were underutilized and generated marginal tax revenue. The three investors agreed to forgo future property tax revenue increases on these properties over the next 25 years and dedicate them to building out the Atlanta BeltLine. As new Atlanta BeltLine investments take place, those once underutilized properties increase in value and generate more tax revenue—which

is then used to secure bond funding that pays for more Atlanta BeltLine investments. The bonds issued by the TAD are not backed by the city's general fund, but rather new private development, so far totaling \$1 billion in new private-sector investment in the district. Tax revenue generated by the TAD is now the primary revenue source for projects along the corridor (\$125 million generated between 2005 and 2014).

In November 2016, voters supported two regional sales tax measures to help fund major public infrastructure elements of the initiative. The MARTA referendum added a half-penny regional sales tax. Revenue will go, in part, to constructing and operating the Atlanta Streetcar and 4 new rail stations. A separate sales tax increase—four-tenths of a cent—is estimated to generate enough money for ABI to purchase the remaining right-of-way for the 22-mile loop and to provide lighting for multiuse trails.

REGIONAL, STATE, FEDERAL, AND LOCAL—PLUS THE PRIVATE SECTOR AND A GRAD STUDENT: THE ATLANTA FORMULA

Atlanta’s story offers a prime example of TOD’s complexity, its need for countless stakeholders as well as tremendous buy-in, and the potential payoff that can come after all the collaboration.

In 1999, graduate planning student Ryan Gravel wrote a thesis envisioning the redevelopment of 22 miles of historic rail segments around Atlanta’s urban core into a combination of parks, trails, transit, and new mixed-use housing, office, and retail neighborhoods.¹ Unlike many student projects that find their way into the recycling bin at the end of the semester, Gravel’s became Atlanta’s primary economic development focus and largest redevelopment project in the city’s history. In fact, it is so wide-reaching that it can best be understood as a number of projects within a larger initiative.

To date, 88 real estate development projects have been completed or are in progress in the Beltline planning area (a half-mile on either side of the 22-mile rail corridor). From them, more than 12,000 new residential units have been constructed, and more than 1.5 million square feet of new nonresidential development has been slated. In addition, the initiative includes historic preservation and adaptive reuse of industrial buildings, environmental cleanup of more than 1,000 acres, and a commitment to construct housing that is affordable to low-income families and individuals. Each of these project elements introduces a host of unique stakeholders and funding structures, adding complexity to the project.

LOCAL SUPPORT

City staff turned the initial vision into the BeltLine Redevelopment Plan, which envisions this revived industrial landscape becoming the “uniquely Atlanta solution to a scattered



Photo credit: Jana Lynott

TOD neighborhoods are under construction along the 22-mile Atlanta BeltLine corridor.

development pattern of growth.²” But BeltLine planning did not end there. In 2012, staff, with input from the community, completed master plans for the 10 neighborhoods within the Beltline planning area. These add further specificity for future development. And in 2015, ABI completed an Integrated Action Plan to determine how to achieve the 2005 Redevelopment Plan’s ambitious goals for economic development and housing. Along the way, the Bureau of Planning also implemented a set of urban design regulations (the Atlanta BeltLine Zoning Overlay Ordinance) to facilitate growth throughout the BeltLine planning area.

Local TOD support goes beyond planning and zoning. For each element of the project, various departments lend their assistance through programming and funding, all of which needs to be coordinated. City capital funds from the departments of Parks & Recreation, Watershed Management, and Public Works have been critically important to the project. The Atlanta Beltline website

- 1 Ryan Austin Gravel, “Belt Line—Atlanta Design of Infrastructure as a Reflection of Public Policy” (master’s thesis, Georgia Institute of Technology, December 1999), <https://beltlineorg-wpengine.netdna-ssl.com/wp-content/uploads/2012/04/Ryan-Gravel-Thesis-1999.pdf>.
- 2 The Atlanta Development Authority, Atlanta Beltline Redevelopment Plan, November, 2005. <http://beltlineorg.wpengine.netdna-cdn.com/wp-content/uploads/2012/05/Atlanta-BeltLine-Redevelopment-Plan.pdf>.

lists 11 separate local funding opportunities available to private developers to help them build workforce housing,³ remediate industrial wastelands, and preserve historic properties. Developers can tap a housing trust fund, tax abatements and incentives, and a transfer of development rights opportunities.⁴ Public art is an integral component of the BeltLine vision; as BeltLine parks and neighborhoods have built out along the trail, arts programming has become yet another considerable coordination effort among public, private, and nonprofit actors. Organizers featured more than 60 visual works and more than 50 performances over the course of 2015, the sixth year of Art on the Atlanta Beltline. More than 66,000 participants and spectators came out for the Lantern Parade when a glowing procession of light, music, and color illuminates the Eastside Trail on the first Saturday after Labor Day each year.

REGIONAL SUPPORT

At the regional level, MARTA, the regional transit agency, has managed the federal transit capital grants and other sources of state and local money. The Atlanta Regional Commission (ARC), the area MPO, has a program to support TOD around MARTA stations through its Livable Centers Initiative (LCI). The ARC Board has committed \$500 million through 2040 for projects identified in LCI studies. ARC is also a member of a new partnership called the Atlanta TOD Collaborative, a 13-member partnership of nonprofits and government agencies aimed at removing barriers to and advancing incentives for equitable TOD⁵ in the Atlanta region while increasing public understanding and awareness around the benefits of TOD.

STATE SUPPORT

In 2015, Governor Nathan Deal signed into law Senate Bill 4 to enable public-private

partnership financing for public infrastructure in the BeltLine corridor. The state also contributes to the project through its own agency grant programs.

FEDERAL SUPPORT

Federal support for the initiative totals more than \$25 million and includes Federal Transit Administration (FTA) capital grants to build light rail along the Beltline, as well as funding from US Department of Housing & Urban Development (HUD) and the US Army Corp of Engineers, among others, for a variety of different elements of the project. Both the city and MARTA received FTA TOD planning grants in 2015 to advance different pieces of the initiative.

PRIVATE SUPPORT

As is the case with public agency funding, there are too many financial backers from the private for-profit and private not-for-profit sectors to list. Private developers construct new real estate, and the increased value of their property generates tax revenue for the project. Philanthropic organizations and several private banking institutions have invested in the Atlanta BeltLine Affordable Housing Trust Fund or other housing affordability strategies. Other nonprofits have been instrumental in raising funds for trails, art installations, and other community amenities. For every dollar invested by the public sector, ABI calculates that the private sector has invested \$7 in real estate development.⁶ This investment has generated \$124 million in TAD revenue since its creation in 2005 through 2014. The ABI estimates that the project has benefited from another \$40 million in private donations.

3 Workforce housing refers to housing that is affordable to low- and moderate-income workers in the region (e.g., teachers and police officers).

4 Transfer of development rights allows landowners to sell development rights from their land to a developer or other interested party who then can use these rights to increase the density of development at another designated location. The goal is often to increase density in designated TODs, while reducing development in areas of a city or county less well served by public transportation. "Planning Implementation Tools Transfer of Development Rights (TRD)," Center for Land Use Education. Accessed February 1, 2017, https://www.uwsp.edu/cnr-ap/clue/Documents/PlanImplementation/Transfer_of_Development_Rights.pdf.

5 See page 14 for more information on equitable TOD.

6 "How the Atlanta BeltLine Is Funded," Atlanta BeltLine.

SUCCESSFUL TOD LOCATIONS HAVE PUT A VARIETY OF TOD SUPPORTS IN PLACE AND TAPPED MULTIPLE STAKEHOLDERS

This report underscores the breadth of stakeholders necessary to create successful TOD. Our research found that successful TOD locations have put a variety of TOD supports in place. It is clear from collecting these examples that TOD requires a complex and layered set of policy, regulatory, programmatic, and funding strategies to realize TOD visions. The public sector at all levels of government, the private sector, and the philanthropic sector provide resources in various forms. Outreach to residents of affected neighborhoods and to other taxpayers is also crucial to get buy-in for the development vision and ongoing support.

Atlanta—featured in the sidebar, “Regional, State, and Local—Plus the Private Sector and a Grad Student: The Atlanta Formula”—provides an example of how a range of partners coalesced around the concept of TOD and, as a result, created a highly successful project. Atlanta’s story illustrates both the complexity of TOD and its potential to transform how and where people live.

GROWING PAINS: EQUITABLE TOD EMERGING AS TOP ISSUE

Proponents of TOD have noted that the first waves of TOD construction often result in significant property value increases. Indeed, the objective of spurring economic development is a primary rationale behind most, if not all, TOD proposals. The downside to this otherwise positive achievement is that lower-income residents can be either displaced from or unable to establish residence in these transit-rich neighborhoods and take advantage of the associated mobility benefits. Communities cannot rely on federal supports to address the affordability gap. The existing supply of

federally subsidized affordable housing near transit is at risk, as documented in a 2009 AARP PPI study titled *Preserving Affordability and Access in Livable Communities: Subsidized Housing Opportunities near Transit and the 50+ Population*.¹⁶

The concept of equitable TOD has now established itself in the lexicon of the TOD literature.^{17,18,19} Equitable TOD seeks to ensure that residents of all incomes and backgrounds can afford to live near—and take advantage of,—high-frequency public transportation services. Strategies such as providing housing options at various price points, offering transit subsidies, and creating economic opportunity zones can help achieve this goal.²⁰

The research team found numerous examples at each level of government of funding as well as strategies that lead to the construction of affordable housing within TOD, including the following:

- **The state of Oregon** offers a partial property tax exemption on land if some or all residential housing built on that land is for low-income residents (80 percent of area median income [AMI] or below).
- The **Los Angeles County** Metropolitan Transportation Authority (Metro) revised its joint development (JD) policy in 2015 and established a goal that 35 percent of total housing units in the JD portfolio be affordable to households earning 60 percent of AMI or below. To encourage this outcome, Metro may discount JD ground leases below the fair market value.
- In **Dallas**, a portion of the local revenue generated through its TOD TIF district is directed toward affordable housing.

16 Rodney Harrell, Allison Brooks, and Todd Nedwick, *Preserving Affordability and Access in Livable Communities: Subsidized Housing Opportunities Near Transit and the 50+ Population* (Washington, DC: AARP Public Policy Institute, September 2009).

17 Carmen Rojas, “Equitable TOD: Meeting the Needs of People & Places” (*Living Cities* (blog), New York, NY), August 7, 2012, <https://www.livingcities.org/blog/136-equitable-tod-meeting-the-needs-of-people-places>.

18 “Equitable Transit-Oriented Development,” *Enterprise*, June 6, 2017, <http://www.enterprisecommunity.org/solutions-and-innovation/equitable-transit-oriented-development>.

19 Center for Neighborhood Technology, “Furthering Fair Housing through Equitable Transit-Oriented Development,” *Intersections* (blog), July 8, 2015, <http://www.cnt.org/blog/furthering-fair-housing-through-equitable-transit-oriented-development>.

20 Economic opportunity zones are designated neighborhoods (e.g., neighborhoods along TOD corridors) whereby local businesses, often in tandem with the public sector, universities, and philanthropies, provide job training and job opportunity to those living in the neighborhood who may be at risk for displacement.



The historic Union Station in Denver and adjacent RTD transfer station have been catalysts for development downtown.

Denver: Success brings challenges, which inspire solutions

One city that has increased its attention to equitable TOD is Denver. Mayor Michael Hancock’s vision for Denver is “a city where everyone matters.”²¹ Denver emerged out of the Great Recession of 2008–09 positioned for growth—in part because of its vision and investment in transit and TOD. In 2015, Denver added 19,500 jobs and saw its population grow by nearly 20,000 people, a single-year increase of nearly 3 percent.

Rapid growth has strained the supply of housing that is affordable to large numbers of Denver families and individuals. Data from the Apartment Association of Metro Denver show that rents in Denver increased by nearly 50 percent between 2010 and 2014, with the average three-bedroom apartment renting for more than \$1,600 per month as of the second quarter of 2015, creating a housing cost burden for renters with an income at or below the median area income.^{22,23} Of all renter households,

24 percent are cost-burdened; another 24 percent are severely cost-burdened. Less than half of apartments in Denver would be affordable to a family earning 80 percent of median income.²⁴ Mayor Hancock acknowledges that the city did not adequately anticipate the potential for displacement when it began TOD planning efforts.²⁵

To create a community “where everyone matters,” the city is undertaking a two-pronged approach: increasing transportation access and investing in affordable housing. According to Mayor Hancock, “the greatest predictor of poverty is a lack of mobility options.”²⁶ Denver has made a concerted effort to align its land use policy with FasTracks, a multibillion-dollar, voter-approved bus rapid transit expansion plan. Denver’s Strategic Plan guides public and private investment at rail stations, including citywide, high-level policy recommendations and on the ground, station-level action items. The Denver Regional Council of Governments, the MPO for the region, also completed four TOD corridor plans.

21 Denver Office of Economic Development, *Gentrification Study: Mitigating Involuntary Displacement*. Denver Office of Economic Development (Denver: Denver Office of Economic Development, May 2016).

22 *ibid.*

23 A household is considered to have a housing cost burden if its members pay more than 30 percent of their income on housing-related costs (rent, mortgage, utilities, and property taxes). Those who pay more than 50 percent of their income on housing are considered severely cost-burdened.

24 Denver Office of Economic Development, 2015 Housing Report (Denver: Denver Office of Economic Development, 2015).

25 Meeting with Denver Mayor Michael Hancock at AARP Offices in Washington, DC, November 30, 2016.

26 *ibid.*



Photo credit: Jana Lynott

Inside Denver Union Station patrons can grab lunch, play a game of shuffleboard, or book a room for the night.

Denver has taken several steps to address its housing affordability crisis. One way the city has shown a commitment to equitable TOD is through its support of the Denver Regional TOD Fund for the creation and preservation of affordable housing along transit lines. And while the city has supported the initiative, the story of the fund underscores that of TOD itself: affordability issues are best tackled by all sectors and multiple stakeholders (see sidebar). The city also established a new Revolving Affordable Housing Loan Fund, dedicated \$8 million of local funds to affordable housing in 2016, and created a permanently dedicated source of local funding for affordable housing that the city hopes will raise at least \$150 million over the next 10 years.²⁷

But the commitment to equitable TOD goes far beyond the public sector. In fact, some might argue that the nongovernmental sector has been the primary mover of equitable TOD in the region.²⁸ Mile High Connects (MHC) is a cross-sector collaborative of nonprofits, foundations, businesses, and government leaders in the Denver

region. It was formed in 2011, with early backing by the Ford Foundation, with the explicit goal of “ensuring that Denver’s transit build-out benefit[s] low-income communities and communities of color by connecting them to affordable housing, healthy environments, high-quality education, and well-paying jobs.” It has been the front-line organization “influencing local and regional policies, leveraging and deploying resources, and helping residents engage directly in decision-making that affects their lives.”²⁹

Mile High Connects helped to raise awareness of the regional disparities that the investment in FasTracks could exacerbate. Through its Denver Regional Equity Atlas it illustrated the spatial mismatch between the location of new transit lines and affordable housing, job centers, health care, and high-performing schools. MHC’s work shows that simply building affordable housing near transit is not enough; transportation also needs to be affordable—something with which many low-income Denver residents struggle. It also needs to be accessible. Sidewalks need to be

27 Denver Office of Economic Development, *2015 Housing Report*; Brad Weinig, Deputy Director, Denver Programs, Enterprise Community Partners Inc., e-mail correspondence, April 14, 2017.

28 Dace West, “Achieving Healthy Communities through Transit Equity,” *Stanford Social Innovation Review*, Spring (2016): page 18-19.

29 Mile High Connects. Accessed June 6, 2017, <http://milehighconnects.org/>

DENVER REGIONAL TRANSIT-ORIENTED DEVELOPMENT FUND

The Denver Regional Transit-Oriented Development Fund is a compelling example of how a spectrum of stakeholders has come together to tackle transit-oriented development's "problem of success"—that is, the housing affordability issue. Enterprise Community Partners, with the contributions of more than a dozen local partners, worked together to create the Denver Regional TOD Fund.¹ The fund uses public, philanthropic, and financial institution capital to purchase land near future transit stations to maintain the affordability of housing and community facilities as station areas develop. The funders' goal is to create and preserve 2,000 affordable housing units by 2024 within a half-mile of light and commuter rail and a quarter-mile of high-frequency bus routes. For-sale homes financed through the fund will be affordable to families earning below 95 percent of area median income (AMI), and affordable rental homes will serve families earning below 60 percent AMI. Since its inception in 2010, the fund has made 14 acquisition loans, generating a pipeline of 1,200 affordable rental units in proximity to public transit.² The fund provides loans to affordable housing and community developers—whether they are nonprofits, for-profits, or housing authorities.

One local partner, the Rose Community Foundation, as a contingency of its \$525,000 commitment contribution into the fund, requested that builders include universal design (UD) in construction and rehabilitation whenever possible.³ To facilitate this, Enterprise incorporated UD into its Green Communities Criteria, whereby affordable housing developers can have their properties certified as Enterprise Green Communities. Certified Green



Photo credit: Urban Land Conservancy

The developer of Evans Station Lofts, Medici Communities, in partnership with the Urban Land Conservancy, relied on a \$1.2 million loan from the Denver Regional TOD Fund.

Communities properties enable their residents to be healthier, spend less money on utilities, and have more opportunities through their connections to transportation, quality food, and health care services. Application of UD allows residential developers to "anticipate and plan for a greater diversity of residents' abilities and needs, both today and in the future, thereby supporting and facilitating both safety and independence for all residents, including older adults, children, and individuals with mobility, visual, cognitive or other impairments."⁴ The Colorado Housing and Finance Authority requires low-income housing developers to use the Green Communities Criteria prior to their receiving low-income housing tax credits and tax exempt bonds, thus helping to expand the supply of affordable, conveniently located housing units, many of which offer UD features. For more information on Enterprise Green Communities, see <http://bit.ly/2p4Qb7A>.

1 Denver Regional TOD Fund contributors include Enterprise Community Partners, the city and county of Denver, the Colorado Housing and Finance Authority, the Colorado Division of Housing, the Gates Family Foundation, the Rose Community Foundation, the Denver Foundation, MacArthur Foundation, the Ford Foundation, Mile High Community Loan Fund, Mercy Loan Fund, US Bank, Wells Fargo, and First Bank.

2 Brad Weinig, Enterprise Community Partners, e-mail correspondence, April 14, 2017.

3 Therese Ellery, Senior Program Officer, Rose Community Foundation, e-mail correspondence, April 4, 2017.

4 Universal design is "the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design" [The Center for Universal Design (1997)], as referenced in 2015 Enterprise Green Communities Criteria, Enterprise Community Partners. Accessed June 6, 2017, <http://www.enterprisecommunity.org/sites/default/files/media-library/solutions-and-innovation/green/ecp-2015-criteria-manual-11-15.pdf>.

in place and maintained, and affordable feeder bus to the main lines from neighborhoods cannot be sacrificed to fund the BRT system.

Mile High Connects advocates for a number of strategies to address displacement and realize equitable TOD. The following are just a dozen of these recommendations:

- Require one-to-one replacement of housing units affordable at the lowest income levels (0–30 percent of the area median income) being lost to new development.
- Strengthen policy and enforcement of protections for renters.
- Provide mechanisms and support for manufactured housing communities to form homeowners associations and cooperatively purchase communities at risk of being sold for redevelopment.
- Ensure that zoning codes allow for creative housing options, such as accessory dwelling units and co-housing.
- Tie public subsidies awarded to developers (i.e., TIF) to their creation of affordable housing units.
- Offer affordable transit fares and passes for low-income riders.
- Preserve and/or enhance bus service in low-income communities and communities of color.
- Develop first and last mile to transit solutions that are relevant and affordable across income levels.
- Provide incentives for local and culturally relevant businesses that provide good jobs and needed services to remain and/or locate near transit and in revitalizing neighborhoods.
- Place local-hire requirements on all construction projects receiving public subsidy.



Photo credit: Jana Lynott

In 2005, the Atlanta City Council legislatively mandated a goal of building 5,600 units of affordable housing in its BeltLine neighborhoods.

- Support intentional programming to connect residents, workforce development and training opportunities, and local businesses.
- Encourage the creation of intentional supply chains with locally owned businesses.³⁰

Atlanta: Some affordability inroads

Atlanta has also made a significant effort to increase the supply of housing that is below market rate in its BeltLine corridor. In the words of ABI's Director of Housing Policy & Development, James Alexander, "the commitment to housing affordability has been in our project DNA from the outset. This has led to both an internal and external expectation that we will meet our targets." In 2005, the Atlanta City Council legislatively mandated a goal of building 5,600 units of affordable housing over 25 years in the tax allocation district.

Through late 2016, \$12.5 million has been dedicated to affordable housing from ABI: providing dollars to homebuyers through down-payment assistance, funding for land acquisition for future affordable housing, and offering incentives to developers to build affordable housing. These efforts, along with the efforts and investment of partners, have netted 2,000 workforce housing units in the BeltLine planning area since 2005. Of these, only 500 units have been constructed in the smaller TAD, less than one-tenth of the stated goal. According to Alexander, this number is consistent with lagging funding streams for the overall BeltLine infrastructure program. To boost supply toward meeting the goal, in late 2016, ABI committed to investing \$18 million over 3 years to support the construction of an additional 425 to 600 affordable units.

The affordability challenge: Holistic strategy required

Despite the efforts in Denver and Atlanta, housing affordability continues to vex both jurisdictions. Housing affordability is a crisis in

many regional housing markets in the United States and will need to be addressed by all levels of government and many nongovernmental actors. One thing is clear: those setting and implementing TOD policy must address this issue up-front and continually measure TOD performance against equity principles. No one strategy will be enough—multiple strategies, involving multiple stakeholders across all sectors, will need to be employed.

TOD SUPPORTS ARE UNIVERSALLY FOUND IN REGIONS WITH HIGH-RIDERSHIP TRANSIT SYSTEMS

Planners have long argued that TOD helps to increase ridership on transit lines that connect to TOD neighborhoods. As these neighborhoods are designed with a mix of uses, there tends to be a greater balance of trips generated throughout the day and in both directions on the transit line. Research shows that indeed these types of land use and travel interactions happen in TOD.³¹

As part of this study, we analyzed transit ridership against TOD-supportive action. Using national 2015 ridership data,³² the research team identified a clear correlation between those communities with the highest ridership and TOD support. This may not be surprising because these larger systems often include rail transit, which is a primary focus for station-area TOD, but it also reaffirms that the relationship between TOD and transit ridership is mutually reinforcing: transit investments support TOD travel needs, while TOD helps to generate ridership for the same transit investments.

As shown in Table 2, of the top 25 transit ridership systems in the United States, we found TOD supportive policies, plans, programs, zoning, or funding supports in place in at least 2 levels of government (state, regional, or local).³³ Seventeen of these transit systems benefit from TOD supports at all levels of government.

30 "Access to Opportunity Platform," MileHigh Connects. Accessed January 31, 2017, <http://milehighconnects.org/wp-content/uploads/2016/04/2016.04.19-Regional-Call-to-Action.pdf>.

31 G.B. Arrington and Robert Cervero, "Effects of TOD on Housing, Parking, and Travel," Report 128, Transit Cooperative Research Program, Washington, DC, 2008.

32 American Public Transportation Association, *2015 Fact Book* (Washington, DC: American Public Transportation Association, 2015), <http://www.apta.com/resources/statistics/Pages/transitstats.aspx> (see appendix B tables).

33 We did not analyze San Juan, Puerto Rico.

Table 2
TOD Support for Top 25 Highest Ridership Transit Systems

Transit Rank	State	City/Vicinity	State TOD Support	Regional TOD Support	Local TOD Support	Is there support at all three levels?
1	NY	New York-Newark, NY-NJ-CT	✓	NS	✓	No
2	CA	Los Angeles-Long Beach-Anaheim	✓	✓	✓	Yes
3	IL	Chicago, IL-IN	✓	✓	✓	Yes
4	DC, MD, VA	Washington, DC-VA-MD	✓	✓	✓	Yes
5	CA	San Francisco-Oakland	✓	✓	✓	Yes
6	MA	Boston, MA-NH-RI	✓	✓	✓	Yes
7	PA	Philadelphia, PA-NJ-DE-MD	✓	✓	✓	Yes
8	WA	Seattle	✓	✓	✓	Yes
9	FL	Miami	✓	✓	✓	Yes
10	GA	Atlanta	✓	✓	✓	Yes
11	OR, WA	Portland, OR-WA	✓	✓	✓	Yes
12	MD	Baltimore	✓	✓	✓	Yes
13	CO	Denver-Aurora	NS	✓	✓	No
14	CA	San Diego	✓	✓	✓	Yes
15	MN	Minneapolis-St. Paul	✓	✓	✓	Yes
16	TX	Houston	✓	✓	NS	No
17	TX	Dallas-Fort Worth-Arlington	✓	✓	✓	Yes
18	AZ	Phoenix-Mesa	NS	✓	✓	No
19	HI	Urban Honolulu	✓	NS	✓	No
20	NV	Las Vegas-Henderson	✓	NS	✓	No
21	PA	Pittsburgh	✓	✓	✓	Yes
22	OH	Cleveland	NS	✓	✓	No
23	MO	St. Louis, MO-IL	NS	✓	✓	No
24	TX	San Antonio	✓	✓	✓	Yes
25	MI	Detroit	✓	✓	✓	Yes

Key: NS = no support found

Source: Transit ridership by city obtained through the American Public Transportation 2015 Fact Book, Appendix B, Sheet UZA, <http://www.apta.com/resources/statistics/Pages/transitstats.aspx>.

Note: Support was identified by AARP research. This source only refers to the identification of the 25 highest transit ridership systems.

Conclusion: TOD Growth Reflects Success as New Challenges Emerge

The past six years saw a significant increase in the number and variety of TOD programs and policies advanced by all levels of government

across the United States. This growth demonstrates the growing demand by people of all ages for walkable neighborhoods conveniently served by reliable public transit options. Locating development and employment opportunities near high-quality transit both improves the ability of people to reach essential destinations without the need of a car and increases transit

ridership. Creating communities where people can safely walk and conveniently reach a variety of places within their neighborhood and access regional transit expands personal mobility and independence.

Local governments, in particular, are stepping up to support TOD through a variety of policy, planning efforts, and fiscal incentives. Regional agencies play an important role in supporting local communities as they implement TOD. For example, transit agencies are increasingly using their real estate assets to catalyze development near transit, and MPOs are taking the lead in drawing up model TOD zoning district templates or design guidelines that localities can adopt within their own policy and regulatory documents. States are emerging as key financial partners, enabling local and regional agencies to join with private developers to increase the supply and range of housing located near public transit. The nonprofit sector has elevated the issue of equity throughout TOD planning and construction, and it is partnering with the public sector to increase affordable housing in these neighborhoods. Together, these actions set the stage for improved livability in communities of all sizes.

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Communities Are Embracing Development near Transit:

A Snapshot of Transit-Oriented Development Support across the United States

Appendix A **TOD Snapshot Methodology in Detail**

By

Jana Lynott

AARP Public Policy Institute

Mariia Zimmerman and Patricia Happ

MZ Strategies LLC

AARP[®]

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Appendix A: TOD Snapshot Methodology in Detail

This 2015–16 TOD Snapshot builds on earlier research conducted by Reconnecting America titled “2010 Inventory of TOD Programs: A National Review of State, Regional and Local Programs that Fund Transit-Oriented Development Plans and Projects.” For this earlier study, Reconnecting America identified state, regional, and local programs that support TOD through direct funding or financial incentives. This Snapshot expands upon that list through a three-step process:

1. Identify locations that received 1 of 3 federal transit capital grants between 2011 and 2015 or a TOD planning grant in 2015. Identify any other metropolitan areas served by 1 of the 25 largest transit providers in the United States.
2. Assess TOD supports.
 - a. We identified programs that explicitly support TOD *in these locations*. We expanded the definition of TOD programs beyond those that provide direct funding or financial incentives to also include explicit TOD policies, plans, and/or zoning regulation. We also looked for any programs that provided TOD technical assistance to support local planning and implementation.
 - b. We identified other state-level TOD support.
3. Categorize the type of TOD action.

Programs identified by Reconnecting America in 2010 were included in this Snapshot provided that we could find evidence of their existence today. We also included any new policies and programs that we found for these 2010 locations and any that had been in existence in 2010 but were not in the Reconnecting America inventory.

Research was primarily conducted online intermittently between November 2015 and August 2016. State policy identification was supplemented by analysis undertaken by the National Conference of State Legislators for the AARP Public Policy Institute (PPI) in 2014, with additional Lexis Nexis search confirmation by PPI in 2016. We also relied on other policy summaries, such as best practices identified by the Center for Transit-Oriented Development. With rare exception, we did not contact planning offices directly for information, relying almost exclusively on what we could find through Google and Lexis Nexis search terms.¹

STEP 1: IDENTIFYING POTENTIAL TOD COMMUNITIES

The “2010 Inventory of TOD Programs” by Reconnecting America² informed the initial Livability Index, but much has changed since then as more communities have embraced TOD. To identify potential new communities, we analyzed projects that received funding in any year from 2011 through 2015 from one or more of three US Department of Transportation programs that are used by communities to build new transit:

- Federal Transit Administration (FTA) New Starts and Small Starts³ Capital Investment grants
- USDOT’s Transportation Investment Generating Economic Recovery⁴ grants
- The Transportation Infrastructure Finance and Innovation Act⁵ loan program

These are the major sources of federal capital funding for transit. Focusing on the locations funded in these three ways is the most accurate and comprehensive way to identify new fixed-guideway rail and bus systems or extensions that have been built since 2010, given the limited budget for this research project.

1 Lexis Nexis offers a complete database of all state statutes; however, its database includes only 3,205 municipal codes, a mere fraction of all municipal codes. There are 3,031 counties, and another 35,879 municipalities and towns, in the United States. While not all of these municipalities or towns adopt their own zoning ordinances (many would rely on county zoning), it is clear Lexis Nexis’s Municode database captures only a fraction of all zoning regulation in the United States. While other private vendors exist, they all have a different, yet limited, universe of municipal codes. Consequently, the tables of regional and local TOD policies and programs should be considered broadly representative of existing TOD support but not comprehensive lists.

2 Reconnecting America, *2010 Inventory of TOD Programs: A National Review of State, Regional and Local Programs That Fund Transit-Oriented Development Plans and Projects* (Washington, DC: Reconnecting America, January 2011).

3 “Grant Programs,” Federal Transit Administration, Accessed December 2015, http://www.fta.dot.gov/grants/13094_5221.html.

4 “TIGER Discretionary Grants,” Transportation.gov, Accessed December 2015, <https://www.transportation.gov/tiger>.

5 USDOT TIFIA Credit Assistance, Accessed December 2015, <https://www.transportation.gov/buildamerica/programs-services/tifia>.

In addition, we identified recipients of FTA's 2015 Pilot Program for Transit-Oriented Development Planning grants and added any metropolitan areas and cities not on these lists but which are served by 1 of the 25 largest transit providers in the country.

Through Step 1, we identified 57 total regions in 38 states with a high *likelihood* to have TOD supports in place.⁶

Step 1 also identified 70 localities with a high potential for TOD supports. Many, but not all of them were in regions that also had received funding.

STEP 2: ASSESSING TOD SUPPORTS

Step 2 involved searching for TOD supports for each of the locations identified in Step 1. The results of this research are captured in Appendix B:

- Table 1: State TOD Support,
- Table 2: Regional TOD Support; and,
- Table 3: Local TOD Support.

The Snapshot was not intended to be comprehensive inventory of every TOD policy or program in the country. Lexis Nexis enabled us to do a comprehensive inventory of state policies; however, the lack of a national database of regional and local policies means that readers must interpret our lists as broadly representative of the types of TOD supports at these two levels of government. Our research team also did not have access to the federal grant application. As such, we relied primarily on public agency websites to identify potential TOD-supportive actions.

For each region identified in Step 1, we first did a Google search for TOD on both the regional planning organization and transit agency websites. These results are summarized in Appendix B, Table 2. We then looked for evidence of local support by doing a similar keyword search within the comprehensive plan and zoning ordinance or the city/county or agency website (Appendix B, Table 3).

STEP 3: CATEGORIZING TYPE OF TOD ACTION

TOD supports were grouped into four overarching categories of TOD-supportive activities. With the exception of regulatory activity (zoning), all are applicable to all three levels of governance (local, regional, and state). They include:

- policy and planning,

- zoning,
- funding and financial incentives, and
- programs.

Policy examples include state legislation or adopted regional and local policies that prioritize walkable, mixed-use development, and/or public investment near transit. They often take the form of stand-alone TOD policies adopted by a regional planning agency or transit authority, or by a local governmental body, and often highlight the desire to leverage investments in public transportation through effective land use planning and urban design. Design guidelines may be drawn up or joint development policies passed. To receive policy credit from a local comprehensive plan, TOD must be an explicit element of that plan—rather than simply verbiage that is generally supportive of concepts such as mixed-land use, pedestrian-friendly streets, and transit. For instance, complete street design guidelines or mixed-use and multifamily zoning support the goals of compact, walkable communities; however, alone, they do not fully define TOD. State-level policy often defines TOD for the purposes of awarding funding and financial incentives to particular locations. It also includes examples of where state agencies are involved in TOD planning efforts, such as is the case in Florida and Hawaii.

Planning activities included in the Snapshot take several forms. Area plans, neighborhood plans, corridor plans, district plans, master plans, and strategic plans that address TOD are counted in this Snapshot. Often these plans are adopted by the local governing body as subsets of the comprehensive plan to provide detailed guidance to the planning and development community for a particular station area. In cases where a regional entity has developed the plan, it may not carry as much weight in development review; rather, it serves as a catalyst to get public support for a regional vision. Regional agencies often use their own staff resources to lead TOD planning efforts with the collaboration of local planners. These regional plans may help to generate public support and understanding for the concept as well as prompt local government actors to adopt more binding policy and zoning.

⁶ For the purposes of this study, we count the District of Columbia as a state.

Form-Based Codes⁷

Unlike traditional zoning that separates land uses, form-based codes use physical form as an organizing principle to establish the relationship between buildings and the street, pedestrians and vehicles, public and private spaces, and the sizes and types of roads and blocks. Instead of dictating or limiting activities, the code focuses on such elements as parking locations and limits, building frontages and entrances, window dimensions, streetscaping, and building elevations.

TOD is inherently long-range: it can take years to build community consensus around a vision, secure funding from numerous sources, and allow time for the local real estate market to respond. While policies and plans in and of themselves do not guarantee that TOD will be built, they are an important first step in establishing a community's vision for future economic and land development—and often mark a turning point in a community's move toward more compact, pedestrian- and transit-friendly design and away from auto-oriented development patterns.

Regulatory activities take the form locally as *zoning*. Specifically, we searched for evidence of explicit TOD zoning districts or overlay zoning in localities' zoning ordinances. Occasionally, we came across TOD smart codes or other form-based codes. Zoning is an activity of local government, thus we did not identify regulatory activities at the state level. At the regional level, we gave credit to Citizens for Modern Transit, a regional transit and TOD advocacy organization, for their non-binding TOD overlay zoning district template that several jurisdictions in the St. Louis region have used to adopt TOD zoning. Similar to policy and planning, the presence of TOD-supportive zoning itself does not guarantee that TOD is happening, but it is an important precursor.

There are a host of *funding and financial incentives* at all levels of government that are

used to build TOD projects and associated infrastructure in a TOD district, or that are used for property acquisition, land banking, and site cleanup to support redevelopment near transit. Funding examples include grant programs for TOD construction or planning, low-interest or deferred-interest loans made available as gap financing, tax increment financing districts, tax credits, fee exemptions, bond sales, and land transfers. Incentives include density bonuses, reduced parking requirements, expedited permitting, public investment in improvements, and other similar actions. The majority of state level support takes the form of *funding and financial incentives*.

Programs include TOD and joint development programs that facilitate real estate development near transit.⁸ Joint development programs are typically housed within transit agencies, while other TOD programs may be found within regional and local planning offices. Regional programs managed by metropolitan planning organizations (MPOs) often take the form of technical assistance programs where the goal is to enhance the capacity of local government to plan for and implement TOD.

The above categorization of TOD supports is not entirely cut-and-dried. Planning efforts may result in official adoption of the plan into policy by the governing body. A transit agency may adopt joint development policy *and* create a joint development program. Design guidelines developed by a regional planning organization may end up coded in the local zoning ordinance. Regional planning organizations may set aside funds for collaborative plan development with local jurisdictions.

Table 1 provides examples of each type of TOD support for each level of government (state, regional, and local). The full set of supports identified at the state, regional, and local levels can be found in Appendix B (Tables 1 through 3).

7 AARP, "Form-Based Code," *Fact Sheet*, AARP, Washington, DC, 2014, <http://www.aarp.org/livable-communities/info-2014/livability-factsheet-form-based-code.html>.

8 As defined by the FTA, the term "joint development" refers to partnerships between transit agencies and the public or private sector in the development of land either owned by a transit agency or related to a transit system improvement; integrated development of transit and nontransit projects, or transit improvements physically related to, and often co-located with, commercial, residential, or mixed-use development; and mutual benefit and shared cost among all of the partners involved. For example, a joint development project would be where a transit agency enters into a partnership with a private developer to build commercial space or residential units on property owned by a transit agency next to a transit station, thereby raising revenue for transit in the process.

Communities Are Embracing Development near Transit:

A Snapshot of Transit-Oriented Development Support across the United States

Appendix B 2015–16 Transit-Oriented Development Snapshot

By

Jana Lynott

AARP Public Policy Institute

Mariia Zimmerman and Patricia Happ

MZ Strategies LLC



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Appendix B: 2015-16 Transit-Oriented Development Snapshot

TABLE 1. STATE TOD SUPPORT

State	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Program Description
CA	<p>Caltrans Sustainable Transportation Planning Grant Program</p> <p>http://www.dot.ca.gov/hq/tpp/grants.html</p>	Funding & Financial Incentives	Grants to create plans that strengthen the connection between transportation and community goals. Transit-oriented development (TOD) plans are eligible activities, and the program gives priority consideration to projects that integrate transportation programs with community preservation and environmental activities. Funded from the state highway account; up to \$3 million allocated annually.
CA	<p>Transit-Oriented Development (TOD) Housing Program</p> <p>http://www.hcd.ca.gov/grants-funding/active-no-funding/tod.shtml</p>	Funding & Financial Incentives	Low-interest loans are available as gap financing for rental housing developments that include affordable units, and as mortgage assistance for homeownership developments. In addition, grants are available to cities, counties, and transit agencies for infrastructure improvements necessary for the development of specified housing developments, or to facilitate connections between these developments and the transit station. Maximum program loan or grant, or combination of the two, for a single housing development or for a single housing developer applicant, including any affiliates of such applicant, shall be limited to \$17 million per funding and financial incentives round. The maximum total amount of program assistance for applications based on a single qualifying transit station and all awards of program funds over the life of the program shall be \$50 million.
CT	<p>Transit-Oriented Development (TOD) Planning Grant Program</p> <p>http://www.ct.gov/opm/cwp/view.asp?a=2985&q=567428</p>	Funding & Financial Incentives	This competitive grant program is intended to provide financial support for (a) construction projects that expand on previous state investment in transit-oriented development, as defined in section 13b-79o of the Connecticut General Statutes, and/or (b) planning or construction projects that demonstrate responsible growth through their consistency with Conservation & Development Policies: The Plan for Connecticut 2013-2018.
CT	<p>Transit-Oriented Development Pre-Development and Acquisition Fund</p> <p>http://www.chfa.org/Press%20Room/Press%20Releases/pressreleaseviewer.aspx?id=542</p>	Funding & Financial Incentives	In 2014, the Governor announced the creation of a \$15 million Transit-Oriented Development Pre-Development and Acquisition Fund to provide financing that will encourage developers to carry out transit-oriented development in communities with station stops along the CTfastrak and New Haven-Hartford-Springfield transit corridors. The state and the Connecticut Housing Finance Authority will each contribute \$1 million to the fund, which will be added to \$13 million of private capital provided by Local Initiatives Support Corporation Connecticut, which will also serve as the fund manager.
CT	<p>Housing Incentive Zone Program, Connecticut Department of Housing</p> <p>http://www.ct.gov/doh/cwp/view.asp?a=4513&Q=530592</p>	<p>Policy & Planning</p> <p>Funding & Financial Incentives</p> <p>Program</p>	Provides technical assistance and financial incentives for municipalities to create housing incentive zones, which must be near transit stations or in existing developed locations. The zones must allow for higher-density development than surrounding areas and set aside 20% of new residential units for those making up to 80% of area median income (AMI). The state pays municipalities \$2,000 per multifamily unit or \$5,000 per single-family unit for each building permit issued in the zone.

State	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Program Description
CT	<p>Connecticut Department of Transportation (CTDOT) New Haven-Hartford-Springfield Commuter Rail Line</p> <p>https://www.transit.dot.gov/funding-financial-incentives/grants-recipients-pilot-program-transit-oriented-development-tod-planning-awards</p> <p>http://www.ct.gov/opm/lib/opm/secretary/rfp/opm-igp-20151209-rg-tod.pdf</p>	<p>Policy & Planning</p> <p>Funding & Financial Incentives</p>	<p>The Federal Transit Administration (FTA) awarded CTDOT a pilot program for a TOD development planning grant to advance TOD at four new and two relocated stations proposed for the New Haven-Hartford-Springfield Commuter Rail Line. CTDOT will analyze housing and employment opportunities along the entire corridor, examine state and local policies that inhibit TOD, identify strategies and financing mechanisms to encourage TOD, and conduct outreach to residents and developers.</p>
DC	<p>Comprehensive Plan</p> <p>http://planning.dc.gov/node/637932</p> <p>http://planning.dc.gov/sites/default/files/dc/sites/op/publication/attachments/tax-increment_financing_analysis_methodology.pdf</p>	<p>Policy & Planning</p>	<p>The District's Comprehensive Plan calls for capitalizing on the investment in the Metrorail system. Area plans have been developed for five stations, each tailored to the unique needs and desires of the neighborhood. TOD Comprehensive Plan principles include a preference for vertical, mixed-use residential and commercial uses; diversity of market-rate and housing affordable units, including housing for seniors and others with mobility impairments; pedestrian-friendly design; well-programmed open spaces; comfortable access to the bus and rail system; and pedestrian and bicycle connectivity between and among stations.</p>
DC	<p>Tax Increment Financing (TIF)</p> <p>https://cfo.dc.gov/publication/2016-tx0-tax-increment-financing-tif-program</p> <p>http://planning.dc.gov/sites/default/files/dc/sites/op/publication/attachments/tax-increment_financing_analysis_methodology.pdf</p>	<p>Funding & Financial Incentives</p>	<p>The District has used its TIF authority to help finance TOD.</p>

State	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Program Description
FL	<p>Framework and Handbook for TOD in Florida</p> <p>http://www.fltod.com/</p>	Policy & Planning	<p>The Florida Department of Transportation (FDOT) developed TOD strategies and guidance to promote land use policy and design that leverages statewide investments in multimodal transportation systems. In Phase I (2011), FDOT, in partnership with the Florida Department of Community Affairs, developed “A Framework for Transit-Oriented Development (in Florida)” to promote and guide the implementation of “transit-ready” development patterns in Florida. For Phase II (2013), FDOT contracted with the Treasure Coast Regional Planning Council to examine TOD implementation. The handbook provides model land use policies and land development codes in support of TOD.</p>
FL	Fla. Stat. §343.91 Regional Transportation Authorities	Policy & Planning	<p>The law defines TOD as a mixed-use residential or commercial area designed to maximize access to public transportation that often incorporates features to encourage transit ridership. Typically, a TOD neighborhood has a center with a train station, tram stop, or bus station surrounded by relatively high-density development with progressively lower-density development spreading outward from the center, typically within one-half mile of the stop or station.</p>
FL	Fla. Stat. §343.962 Public Private Partnerships	Policy & Planning Funding & Financial Incentives	<p>This law allows the Tampa Bay Area Regional Transportation Authority to enter into agreements (public-private partnerships) with private entities for the building, operation, ownership, or financing of multimodal transportation systems, TOD nodes, transit stations, or related facilities.</p>
FL	Fla. Stat. §349.22 Public Private Transportation Facilities	Policy & Planning Funding & Financial Incentives	<p>This law allows the Jacksonville Transportation Authority to enter into agreements with private entities (public-private partnerships) for the building, operation, ownership, or financing of highways, bridges, multimodal transportation systems, TOD nodes, transit stations, or related transportation facilities.</p>
GA	Ga. Comp. R. & Regs. r. 110-12-7-02 Georgia Department of Community Affairs	Policy & Planning	<p>The Georgia legislature allows the Atlanta Regional Commission to expedite review of transit-oriented developments of regional impact if the proposed development is located within one-quarter mile of an existing rail transit station or stop, and if the proposed development (a) is consistent with local government TOD zoning; (b) is consistent with Regional Plan, Unified Growth Policy Map, Regional Development Guide, local TOD guidelines, or Metropolitan Atlanta Rapid Transit Authority TOD Guidelines; and (c) has parking limited to no more than minimum required by local government.</p>
GA	<p>Amendments to Title 36 and Title 50 of the Georgia Code Annotated related to local government and the Department of Community Affairs</p> <p>http://www.legis.ga.gov/Legislation/20152016/154053.pdf</p>	Funding & Financial Incentives	<p>In 2015, Governor Nathan Deal signed into law Senate Bill 4 to enable public-private partnership financing for public infrastructure in the BeltLine corridor, including transit, trails, streetscapes, and parks.</p>

State	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Program Description
HI	2016 Hi. ALS 130 Statewide Community Planning	Policy & Planning Funding & Financial Incentives	Relates to statewide community planning; provides for smart growth; designates the Office of Planning as the lead agency to coordinate TOD planning; establishes an interagency council; authorizes the Department of Education to use impact fees from TOD projects for existing schools to address increases in populations due to TOD; and provides for school impact districts.
HI	2016 Hi. ALS 131 Mixed-use development	Policy & Planning	The purpose of this act is to enable the Hawaii Housing Finance and Development Corporation to develop mixed-use developments in partnership with state and county departments and agencies, as well as to further the objective of encouraging walking and active areas by locating affordable housing, jobs, shops, and services within close proximity. Act 131 does not explicitly mention TOD; however, mixed-use development is the hallmark of TOD.
HI	2016 Hi. ALS 127 Affordable housing strategy	Policy & Planning	Act 127 establishes an affordable rental-housing goal for state government and a special action team,, led by the director of the Office of Planning. The team is directed to provide recommendations for targeting rental-housing development in TOD areas.
HI	2016 Hi. ALS 132 Dwelling Unit Revolving Fund	Funding & Financial Incentives	The purpose of this act is to provide grants and loans to state agencies, and loans to the counties and private developers, for infrastructure improvements. Furthermore, this act is intended to allow for innovative financing techniques, such as tax increment financing and improvement districts, and to fund loans based on the use of the new infrastructure capacity. The proceeds in the revolving fund shall be used to reimburse the general fund to pay the interest on general obligation bonds issued for the purposes of the revolving fund, for the necessary expenses in administering housing development programs and regional state infrastructure programs, including but not limited to the expansion of community facilities and regional and state infrastructure constructed in conjunction with housing and mixed-use TOD projects.
HI	State TOD Strategy (in progress) http://planning.hawaii.gov/lud/state-tod/ http://planning.hawaii.gov/wp-content/uploads/2013/04/Hi-State-TOD-Strategies-Final-Report-FINAL.pdf	Policy & Planning Funding & Financial Incentives	The State of Hawaii is the largest landowner along the 20-mile rail transit corridor from Kapolei to Honolulu, owning about 2,000 acres of land within a half-mile radius of the 21 stations. As such, the Office of Planning is helping to coordinate a state TOD strategy to leverage Hawaii's significant TOD opportunities. State agency working groups have been formed. The state legislature provided \$500,000 in FY2017 Capital Improvement Program (CIP) funds for TOD, master planning for state lands in TOD areas that have significant development/redevelopment potential, and infrastructure assessments and planning for improvements in areas where multiple agencies are involved.
IL	Business Location Efficiency Incentive Act (SB 2885, 2006) http://ilga.gov/legislation/publicacts/fulltext.asp?Name=094-0966	Funding & Financial Incentives	Provides 10% tax credits to businesses selecting sites within 1 mile of affordable housing and public transportation. The incentives are part of a larger Economic Development for a Growing Economy program, which provides tax incentives for businesses to locate in Illinois when they are actively considering a competing location in another state.

State	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Program Description
LA	La. Rev. Stat. § 51:1783 La. R.S. § 51:1787	Policy & Planning Funding & Financial Incentives	TOD is defined in state law, enabling it to qualify as an eligible enterprise zone and receive sales and use tax rebates, or a refundable investment income tax credit equal to 1.5% of the amount of qualified expenditures. When a taxpayer purchases an existing building and capital expenditures are used to rehabilitate the building, the costs of the rehabilitation only shall be considered qualified expenditures. Other limitations apply.
MA	<p>Commercial Area Transit Node Housing Program (CATNHP) St. 2002, c. 244, Item 7004-7016, a.k.a., the 2002 Housing Bond Bill, and reauthorized by St. 2008, c. 119, Item 7004-0038</p> <p>http://www.mass.gov/hed/docs/dhcd/hd/catnhp/catnhpguidelines.pdf</p> <p>http://www.mass.gov/hed/housing/affordable-rent/commercial-area-transit-node-housing-program.html</p>	Funding & Financial Incentives	<p>The CATNHP authorizing legislation includes a funding and financial incentives set-aside for TOD. The program is administered by the Massachusetts Department of Housing and Community Development and is intended to produce rental housing units in commercial areas served by public transit. CATNHP applicants may seek funds in the form of 30-year deferred payment loans at zero interest, low-interest loans, or deferred payment loans. At least 50% of the units in a project receiving CATNHP financial support must be occupied by and affordable to households at or below 80% of the area median income. Projects must be located within a quarter mile of existing or planned transit stations. Priority is given to projects within existing TIF areas. Project funding and financial incentives are available for up to \$1 million, or \$50,000 per unit.</p>
MA	<p>MassWorks Infrastructure Program</p> <p>http://www.mass.gov/hed/economic/eohed/pro/infrastructure/massworks/</p>	Funding & Financial Incentives	<p>The MassWorks Infrastructure Program provides a one-stop shop for municipalities and other eligible public entities seeking public infrastructure funding and financial incentives to support economic development and job creation. Applicants are encouraged to demonstrate the project's proximity to transit and potential to support transit-oriented development around rail or bus stations. Funding and financial incentives are available to communities of all sizes, including those with a population of less than 7,000. The program is administered by the Executive Office of Housing and Economic Development in consultation with the Massachusetts Department of Transportation and the Executive Office for Administration and Finance.</p>

State	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Program Description
MA	<p>Smart Growth Zoning Overlay District Act, chapter 149 of the Acts of 2004, codified as M.G.L. chapter 40R</p> <p>http://www.mass.gov/hed/community/planning/chapter-40-r.html</p>	Funding & Financial Incentives	<p>Encourages communities to create dense residential or mixed-use smart-growth zoning districts, including a high percentage of affordable housing units, to be located near transit stations, in areas of concentrated development such as existing city and town centers, and in other highly suitable locations. Projects must be developable under the community's smart growth zoning adopted under chapter 40R, either as of right or through a limited plan review process akin to site plan review. Upon state review and approval of a local overlay district, communities become eligible for payments from a Smart Growth Housing Trust Fund, as well as other financial incentives. Chapter 40R seeks to substantially increase the supply of housing and decrease its cost, by increasing the amount of land zoned for dense housing. It targets the shortfall in housing for low- and moderate-income households, by requiring the inclusion of affordable units in most private projects. In return for adopting the zoning and streamlining the development process for 40R districts, cities and towns can get between \$10,000 and \$600,000 in state funding and financial incentives, plus an additional \$3,000 for every new home created.</p>
MA	<p>Smart Growth School Cost Reimbursement (chapter 40S), Commonwealth of Massachusetts</p> <p>http://www.mass.gov/hed/community/planning/chapter-40-s.html</p>	Funding & Financial Incentives	<p>Works with chapter 40R: Housing and Smart Growth incentives (above), to ensure that municipalities are able to accommodate an increase in public school enrollment that may accompany increased density around transit stops. Provides direct payments, in grant form. Qualifying communities will be reimbursed for the net cost of educating students living in new housing in smart-growth districts. The reimbursement equals the cost of educating students living in new housing in smart-growth districts less an amount equal to the sum of (a) new property and excise taxes in the smart-growth district multiplied by the average percent of total local spending on education across the commonwealth (about 52%), and (b) any increases in other state education funding and financial incentives that directly results from these new students.</p>
MD	<p>2008 TOD Law (section 7-101(m) of the Transportation Article), Maryland state legislation</p> <p>https://www.charlescountymd.gov/sites/default/files/pgm/planning/wurc_app10_mdotaq.pdf</p>	Funding & Financial Incentives	<p>Maryland passed legislation in 2008 that makes TOD a transportation purpose, making it eligible for funding and financial incentives from the Transportation Trust Fund and for support from state staff. The law allows Maryland Department of Transportation (MDOT) to designate specific TOD projects and then direct departmental resources and support to these projects (14 sites were designated in June 2010). Designated TOD sites are eligible for financing from MD Economic Development Corporation, priority assistance from MDOT and other agencies, predevelopment planning and feasibility analysis funded by MDOT, and priority consideration for the location of state offices. The MDOT capital program has \$3 million in dedicated funds for the implementation of TOD projects.</p>

State	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Program Description
MD	<p>Sustainable Communities (formerly known as Community Legacy Program)</p> <p>http://dhcd.maryland.gov/Communities/Pages/dn/default.aspx</p> <p>http://dhcd.maryland.gov/Communities/Pages/programs/CL.aspx</p>	Funding & Financial Incentives	<p>As a result of the Sustainable Communities Act of 2010, Community Legacy Areas are now known as Sustainable Communities. Funding and financial incentives, in the form of grants and loans, are available for projects located in these Sustainable Communities and are meant to complement and supplement other state funding and financial incentives programs.</p> <p>The program provides local governments and community development organizations with funding and financial incentives for essential projects aimed at strengthening communities through activities such as business retention and attraction, encouraging homeownership, and promoting commercial revitalization. Projects/activities typically include, but are not limited to: mixed-use development consisting of residential, commercial, and/or open space; business retention, expansion, and attraction initiatives; streetscape improvements; increasing homeownership and home rehabilitation among residents; residential and commercial façade improvement programs; real estate acquisition, including land banking and strategic demolition; and establishing funds to provide loan guarantees and credit enhancement to leverage other public or private financing.</p>
MD	<p>Sustainable Communities Tax Credit Program</p> <p>http://dhcd.maryland.gov/Communities/Documents/dn/Benefits-3-2.pdf</p>	Funding & Financial Incentives	<p>Under the Sustainable Communities Act of 2010, existing nonhistoric structures within the state's designated TODs may be eligible for a 10% state tax credit for qualified commercial rehabilitation projects. Eligible historic structures across the state may receive a 20% state tax credit for commercial and residential rehabilitation projects. This would include eligible historic structures within TODs.</p>
MD	<p>Low Income Housing Tax Credit (LIHTC) Program</p> <p>http://dhcd.maryland.gov/HousingDevelopment/Pages/lihtc/default.aspx</p>	Funding & Financial Incentives	<p>The federal LIHTC has been the primary source of funding and financial incentives for building new or preserving existing affordable housing since 1986. State housing agencies have the discretion to determine which developments receive funding and financial incentives and can target resources to address pressing local housing needs, such as providing or maintaining affordable rental housing near transit. Criteria are set out in each state agency's Qualified Allocation Plan. In Maryland, projects in TOD designations receive additional points in this scoring system. Administered by the Maryland Department of Housing and Community Development.</p>
ME	<p>Me. Rev. Stat. Ann. tit. 5, § 13056-D CMR 19-498-023 Communities for Maine's Future Bond Program</p> <p>http://www.maine.gov/decd/meocd/other_programs/maines_future.shtml</p>	Funding & Financial Incentives	<p>Establishes the Communities for Maine's Future (CMF) program to assist and encourage communities to revitalize and promote community development and enhance projects. CMF is part of a \$25,000,000 bond initiative that was approved by Maine voters on June 8, 2010. \$3.5 million of these funds will be allocated to the CMF program for the purpose of downtown revitalization in Maine communities. Priority is given to projects that encourage sustainable, mixed-use, pedestrian-oriented or transit-oriented development.</p>

State	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Program Description
ME	Me. Rev. Stat. Ann. tit. 30-A, §522 1 et seq. Municipal Development Districts	Funding & Financial Incentives	The statute establishes authority for the creation of TOD districts under the tax increment financing laws. It defines “transit-oriented development” as a type of development that links land use with transit facilities to support and be supported by a transit system. It combines housing with complementary public uses such as jobs, retail, or service establishments that are located in transit-served nodes or corridors. A TOD area must be no more than one-quarter mile from an existing or planned transit facility. Eligible capital costs for a TOD district include but are not limited to transit vehicles such as buses, rail conveyances, and related equipment; bus shelters and other transit-related structures; benches, signs, and other transit-related infrastructure; bicycle lane construction and other bicycle-related improvements; and pedestrian improvements such as crosswalks, crosswalk signals and warning systems, and crosswalk curb treatments.
MI	Mich. Comp. Laws § 123.632	Funding & Financial Incentives	TOD is defined in state law. By doing so, TOD may be eligible for tax exemptions, tax increment financing, and brownfield redevelopment.
MN	Minn. Stat. Ann. §469.351 Transit Improvement Area Loan Program	Policy & Planning	The statute defines transit improvement areas as those that must increase the effectiveness of a transit project by incorporating one or more public transit modes with commercial, residential, or mixed-use development and by providing for safe and pedestrian-friendly use. The commissioner, in consultation with relevant state and regional agencies, must designate transit improvement areas that meet the objectives under this subdivision.
MN	Minnesota Stat. Ann. §473.25 Metropolitan Livable Communities Fund http://metro council.org/Communities/Services/Livable-Communities-Grants.aspx	Funding & Financial Incentives	The law requires the Metropolitan Council to establish criteria for uses of the Metropolitan Livable Communities Fund provided in section 473.25 1 to revitalize economies, create affordable housing, and link different land uses and transportation.
NC	Congestion Relief and Intermodal 21st-Century Transportation Fund (N.C. Gen. Stat. § 136-252)	Policy & Planning Funding & Financial Incentives	Local government entities are eligible to receive grants from the Congestion Relief and Intermodal 21st Century Transportation Fund for public transportation purposes, which include planning and engineering. The applicant must approve a transit plan that includes a number of criteria, including, among other things, promotion of a pedestrian- and bike friendly environment around and connected to transit stations; promotion of mixed-use and transit oriented developments and other land use tools that encourage multimodal mobility; and promotion of access to public transportation for those who live in areas with a disproportionate number of households below the area median income.

State	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Program Description
NC	Municipal Service Districts N.C. Gen. Stat. § 160A-536	Policy & Planning	The following services and facilities are included in the definition of TOD if they are provided within a transit area (also defined in the statute): any service or facility that may be provided in a downtown area as a downtown revitalization project under subdivision (a)(2) and subsection (b) of this section; passenger stops and stations on a mass transit line; parking facilities and structures associated with passenger stops and stations on a mass transit line; and any other service or facility, whether public or public-private, that the city may by law provide or participate in within the city, including retail, residential, and commercial facilities. A public transit area is an area within a one-quarter mile radius of any passenger stop or station located on a mass transit line, including a rail line, busway, or guideway dedicated to public transportation service. A busway is not a mass transit line if a majority of its length also is also generally open to passenger cars and other private vehicles more than two days a week.
NJ	N.J. Rev. Stat. §34:1B-207 through §34:1B-209 Urban Transit Hub Tax Credit Act	Funding & Financial Incentives	Directs the New Jersey Commerce Commission to designate “urban transit hubs” in nine communities. A business that invests \$50 million of qualified capital in a business facility in an urban transit hub and employs at least 250 people at that facility may qualify for tax credits equal to 100% of the qualified capital investment that may be applied against corporation business tax, insurance premiums tax, or gross income tax liability. Annually for 10 years, the taxpayer may use a credit equal to 10% of the qualified capital investment. “Urban transit hub” is defined as a property located within one-half mile radius surrounding the midpoint of a New Jersey Transit Corporation, Port Authority Transit Corporation, or Port Authority Trans-Hudson Corporation rail station platform area, including all light rail stations, and property located within a one-mile radius of the midpoint of the platform area of such a rail station if the property is in a qualified municipality; a property located within one-half mile radius surrounding the midpoint of one of up to two underground light rail stations’ platform areas that are closest to an interstate rail station; or a property adjacent to or connected by rail spur to a freight rail line if the business uses that freight line for loading and unloading freight cars on trains. Since the creation of the Urban Transit Hub Tax Credit Program, 19 projects have been approved for a total benefit of more than \$ 1 billion.
NJ	N.J. Rev. Stat. §34:1B-209.2 and 209.3 Capital Investment Credit	Funding & Financial Incentives	“Qualified residential project” means any building, complex of buildings, or structural components of buildings consisting predominantly of residential units, located in an urban transit hub within an eligible municipality. A developer, upon application to and approval from the authority, shall be allowed a credit of up to 35% of its capital investment in a qualified residential project.
NJ	N.J. Rev. Stat. §52:27D-489c Economic Stimulus	Funding & Financial Incentives	“Transit Village” means a community with a bus, train, light rail, or ferry station that has developed a plan to achieve its economic development and revitalization goals and has been designated by the New Jersey Department of Transportation as a transit village. Urban Transit Hubs and Transit Villages are exempt from the imposition of a nonresidential development fee. There are currently 26 designated Transit Villages.

State	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Program Description
NM	N.M. Rev. Stat. §5-15-5 Tax Increment for Development Act	Policy & Planning Funding & Financial Incentives	As part of the Tax Increment for Development Act to provide tax financing for public infrastructure, the law requires a tax increment development plan to include a description of innovative planning techniques, including mixed-use TOD, traditional neighborhood design, or sustainable development techniques, that are deemed by the governing body to be beneficial and that will be incorporated into the tax increment development project.
NV	Nev. Rev. Stat. §278 Comprehensive Regional Policy Planning	Policy & Planning	This section of law deals with planning and zoning. A number of provisions within the section deal with planning commissions and certain guidelines in respect to TOD.
NV	Nev. Rev. Stat. §278.150 et seq. Master Plan	Policy & Planning	Creates guidelines for a master plan to be adopted by a city, county, or region, which must include, among other things, a land use element. The land use element must address mixed-use development, TOD, and master-planned communities.
NV	Nev. Rev. Stat. §278.235 Affordable Housing in Master Plan	Policy & Planning Funding & Financial Incentives	The law provides for financial incentives or density bonuses to promote appropriate transit-oriented housing developments that would include an affordable housing component.
NV	Nev. Rev. Stat. §278.02535 & §278.02632 Development Incentives Study	Policy & Planning	Requires the regional planning commission to study and develop incentives for mixed-use development, TOD, brownfield site development, and low-environmental-impact development. Requirements are established for studies in counties whose population is 700,000 or more and counties whose population is between 100,000 and 700,000.
NY	State Smart Growth Public Infrastructure Policy/N.Y. Environmental Conservation Law §6-0103 and §6-0107	Policy & Planning	The State Smart Growth Public Infrastructure Policy Act prohibits a state agency from financing a public infrastructure project unless it is consistent with state smart growth public infrastructure criteria. These criteria include, among other things, fostering mixed land uses and compact development, diversity and affordability of housing near places of employment, recreation and commercial development, and integration of all income and age groups; advancing projects for the use, maintenance, or improvement of existing infrastructure; and providing mobility through transportation choices, including improved public transportation and reduced automobile dependency. The chief executive officer of a state infrastructure agency shall attest in a written smart growth impact statement that the project, to the extent practicable, meets the relevant criteria.

State	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Program Description
OH	<p>Broadening Urban Investment to Leverage Transit (Built) in Ohio (2009-2010)</p> <p>http://www.reconnectingamerica.org/news-center/half-mile-circles/2011/cnt-reports-broadening-urban-investment-to-leverage-transit</p> <p>http://greenaffordable.org/news/built-ohio-innovative-approaches-smart-growth</p> <p>http://freepdfhosting.com/237b3cc3e7.pdf</p> <p>http://www.cnt.org/sites/default/files/publications/CNT_BULLTinCleveland.pdf</p>	Policy & Planning	<p>This one-time effort by the governor's office and the Center for Neighborhood Technology (CNT), in partnership with regional leaders in Cincinnati, Cleveland, and Columbus, sought to identify smart growth strategies for each region by building on existing urban assets. Dozens of stakeholders in each region discussed a strategy to organize and accelerate smart growth. Participants identified specific policies to spur urban development, like retrofitting older housing for the needs of seniors and an accelerated approval process for mixed-use development. CNT identified key market opportunities for TOD and cargo-oriented development that could keep each region economically competitive. The project was funded by Living Cities, a philanthropic group dedicated to addressing urban problems in a comprehensive way.</p>
OR	<p>Transit Oriented Development Tax Exemption (TOTE) ORS 307.600 to 307.637</p> <p>http://www.oregonmetro.gov/sites/default/files/financial_incentives_toolkit_final.pdf</p>	Funding & Financial Incentives	<p>The Transit-Oriented Development Tax Exemption encourages the construction of transit-supportive, multiple-unit housing in urban centers in order to improve the balance between the residential and commercial nature of those areas. It seeks to ensure full-time use of urban centers as places where citizens have an opportunity to live as well as work. Local jurisdictions design the local application of the TOTE to encourage dense, mixed-use projects in transit-oriented areas by reducing operating costs through a property tax exemption on the improvements. With immediate relief from a significant increase in taxes, projects become feasible and developers can invest additional funds in these neighborhoods.</p>
OR	<p>Vertical Housing Program (2005) Dept. of Housing and Community Services</p> <p>http://arcweb.sos.state.or.us/pages/rules/oars_800/oar_813/813_013.html</p> <p>https://www.oregon.gov/ohcs/Pages/multifamily-housing-finance-vertical-housing.aspx</p>	Funding & Financial Incentives	<p>The program encourages mixed-use commercial/residential development in areas designated by communities through a partial property tax exemption. The exemption varies in accordance with the number of residential floors on a project with a maximum property tax exemption of 80% over 10 years. An additional property tax exemption on the land may be given if some or all of the residential housing is for low-income persons (80% of area median income or below). Although transit proximity is not required, the program often supports TOD projects.</p>

State	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Program Description
PA	<p>Transit Revitalization Investment District (TRID) Act (2004)</p> <p>http://www.legis.state.pa.us/cfdocs/legis/li/uconsCheck.cfm?yr=2004&sessInd=0&act=238</p> <p>http://www.rhls.org/documents/Interface%20-%20TRIDexecutivesummary.pdf</p>	Funding & Financial Incentives	<p>TRID was enacted in 2004 by the Commonwealth of Pennsylvania. TRIDs enable municipal governments and transit authorities to more closely coordinate transportation infrastructure, land use, and private development in the following ways: providing incentives for transit-oriented development; encouraging community involvement in the location, design, and implementation of development activities; and receiving priority for grants and technical assistance through the state's Department of Community and Economic Development. Importantly, TRIDs enable municipalities to capture the value of new development. Value capture is simply the local public attainment of an increase in tax revenue gained by the increase in private land values resulting from new public investments. When a TRID is formed, the increase in tax revenue is solely available for public improvement and development projects within that TRID area, thus enticing investment in that community. By capturing the value of new development, TRIDs channels dollars toward the improvements necessary to help overcome the barriers that can make TOD difficult to implement.</p>
RI	<p>R.I. Gen. Laws § 42-64.20 Rebuild Rhode Island Tax Credit</p>	<p>Policy & Planning Funding & Financial Incentives</p>	<p>Awards tax credits for up to 30% of project costs for qualifying TOD development.</p>
TN	<p>Tenn. Code Ann. §64-8-201 et seq. Regional Authorities</p>	<p>Policy & Planning</p>	<p>This law defines “transit oriented development to mean, without limitation, land use development centrally located around a transit station, sometimes part of the station, or where the station is a prominent feature of the development, that has a mixture of land uses in close proximity to one another, including office, residential, retail, public and civic uses, occurring at a relatively high density. TOD is designed to be walkable and easy to navigate by bicycles and other nonmotorized modes of transportation. The law requires that each regional transportation authority have a board that develops a plan for operation and expansion of mass transit services in the authority’s region. The plan must include an overview of the authority’s intent to pursue TOD or transit-adjacent development. The law allows the authority to purchase or acquire real property by eminent domain in furtherance of the authority’s plan. The law defines/ lists the methods by which the authority may raise money for building and operating a transit system.</p>
TX	<p>Texas Tax Code Ann. §311.01005 Tax Increment Financing Act</p>	<p>Funding & Financial Incentives</p>	<p>This law states that revenue from a tax increment fund may pay for the cost of acquiring land if the zone will be served by a rail transportation project or a bus rapid transit (BRT) project.</p>

State	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Program Description
UT	Utah Code Ann. §17B-2a-802 and 804 Public Transit District Act	Funding & Financial Incentives	This law allows a public transit district to become a limited liability partner in a mixed-use transit-oriented development in the proximity of transit stations and rights of way. Transit-oriented development means a mixed-use residential or commercial area that is designed to maximize access to public transit. Five projects can be undertaken before an automatic review by the legislature. A public transit district may contribute property owned along transit lines. Participating developers must make an equity contribution of at least 25% of the value of the property contributed by the public transit district. Contribution of the property to such a private development removes existing tax exemptions, thus providing local governments with additional property tax and sales tax revenues. The public transit district will receive a priority return on its capital contribution and a share in the profits to offset system operating expenses that would otherwise come from tax funds. The law does not provide a public transit district with land use and/or eminent domain authority.
UT	Utah Code Ann. §63A-5-224 Land Transfer	Funding & Financial Incentives	The Division of Facilities Construction and Management may transfer title to a parcel of land it owns to a public transit district to facilitate development of a commuter rail transit station and associated transit-oriented development if (a) the parcel is within 1 mile of the proposed commuter rail transit station and associated transit-oriented development and (b) the division receives in return fair and adequate consideration.
WA	Wash. Rev. Code §36.70A.350 Local Infrastructure Financing Tool Program	Policy & Planning	A county required or choosing to plan under Wash. Rev. Code §36.70A.040 may establish a process as part of its urban growth areas for reviewing proposals to authorize new, fully contained communities located outside the initially designated urban growth areas if the community meets certain criteria, including, but not limited to, implementation of transit-oriented site planning and traffic demand management programs.
WA	Wash. Rev. Code §39.102.040 Local Infrastructure Financing Tool Program	Policy & Planning Funding & Financial Incentives	Before applying to the Community Economic Revitalization Board to use local infrastructure financing, a sponsoring local government must designate a revenue development area. The board shall, in consultation with the Washington State Economic Development Commission, develop the relative weight to be assigned to certain criteria, including the project's ability to encourage mixed use and TOD and the redevelopment of a geographic area.

TABLE 2. REGIONAL TOD SUPPORT¹

State	Sponsoring Agency	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Counties Covered by Policy or Program	Cities Covered by Policy or Program	Program Description
AZ	Valley Metro	Valley Metro TOD Strategy http://www.valleymetro.org/projects_and_planning/transit_oriented_development_policy/	Policy & Planning	Maricopa County	Phoenix, Tempe, Mesa, Glendale, Chandler	The TOD strategy was created to promote the integration of land use and transportation using the investment in the regional transit system as an economic engine to create connectivity throughout the Phoenix metropolitan area. The strategy encourages compact, pedestrian- and transit-friendly mixed-use development along current and future light rail, commuter rail, and bus transit corridors. The strategy aims to improve air quality, focus economic development, and overall enhance healthy, sustainable communities.
CA	Fresno Council of Governments	Fresno County Measure C TOD Program Policies and Guidelines http://www.fresnocog.org/sites/default/files/publications/Measure_C_TOD_TOD_Guidelines-revised-final-2-13-14.pdf	Policy & Planning Funding & Financial Incentives	Fresno County	Fresno	The goals of the Measure C Transit-Oriented Infrastructure for In-Fill allocation are to support community-based transit projects that are developed through an inclusive planning process with broad private-public partnerships and outreach; improve the range of transportation choices by supporting transit facilities and improving links between facilities and activity nodes; and sustain well-designed, high-density housing and mixed uses near transit (February 2014).
CA	Los Angeles County Metropolitan Transportation Authority (Metro)	TOD Planning Grant Program https://www.metro.net/projects/tod/	Policy & Planning Funding & Financial Incentives	Los Angeles	Los Angeles	The TOD Planning Grant Program is designed to spur the adoption of local land use regulations that are supportive of TOD in Los Angeles County.

¹ Includes regional government entities such as metropolitan planning organizations, transit authorities and partnerships.

State	Sponsoring Agency	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Counties Covered by Policy or Program	Cities Covered by Policy or Program	Program Description
CA	Los Angeles County Metropolitan Transportation Authority (Metro)	Joint Development (JD) Program https://www.metro.net/projects/joint_dev_pgm/	Policy & Planning Program	Los Angeles	Los Angeles	The Metro JD Program is a real estate management program that fosters collaboration with qualified developers to build TOD on Metro-owned properties. These properties are often parcels of land that contain Metro rail station portals or platforms or that were acquired for parking or construction staging for transit projects. In 2015 the Metro board updated its joint development policy and established a goal that 35% of total housing units in the JD portfolio be affordable to households earning 60% of AMI or below. Metro may discount JD ground leases below the fair market value to accommodate affordable housing with an income target of 60% AMI or below.
CA	Metropolitan Transportation Commission (MTC)	Resolution 3434: Transit Expansion Policy (2001) TOD Policy (2005) http://mtc.ca.gov/our-work/plans-projects/focused-growth-livable-communities/transit-oriented-development	Policy & Planning Funding & Financial Incentives Program	Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma	San Francisco, San Jose, Oakland	In 2001, MTC adopted the Resolution 3434 Transit Expansion Policy, providing nearly \$12 billion in regional funding to a set of high-priority transit projects. To ensure that the region was maximizing the benefits of the Resolution 3434 transit corridors, MTC implemented the Transit Oriented Development Policy in 2005, encouraging the development of compact, pedestrian-friendly, mixed-use neighborhoods in the new station areas. MTC's TOD policy conditions regional funding for transit expansion projects on having enough people living near the proposed new stations to support ridership. The TOD policy provides funding to help local governments develop station area plans that incorporate housing, jobs, station access, design standards, parking, and other amenities based on unique circumstances and community character. The policy also provides a framework for MTC staff to bring together staff from local governments along the expansion corridor, as well as transit agencies, county congestion management agencies, and others to help develop station area plans and to meet MTC's corridor-wide housing targets.

State	Sponsoring Agency	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Counties Covered by Policy or Program	Cities Covered by Policy or Program	Program Description
CA	San Francisco Bay Area Rapid Transit District (BART)	Transbay Core Capacity Project https://www.bart.gov/sites/default/files/docs/TOD_Guidelines.pdf https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards http://mtc.ca.gov/our-work/plans-projects/other-plans/core-capacity-transit-study	Policy & Planning		Oakland, San Francisco	In 2003, BART approved its TOD guidelines to guide development around its rail stations. BART received a 2015 Pilot Program for TOD Planning Grant (section 5309) from the FTA to improve access and capacity in the BART system.
CA	Great Communities Collaborative, Association of Bay Area Governments, MTC, and Numerous Foundations and Lenders	Bay Area Transit-Oriented Affordable Housing (TOAH) Fund	Funding & Financial Incentives	Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma	All incorporated cities	The \$50 million Bay Area TOAH Fund provides financing for the development of affordable housing and other vital community services near transit lines throughout the Bay Area. Through the fund, developers can access flexible, affordable capital to purchase or improve available property near transit lines for the development of affordable housing, retail space, and other critical services, such as child care centers, fresh food outlets, and health clinics. The TOAH Fund was made possible through a \$10 million investment from the Metropolitan Transportation Commission. The mission of the fund is to promote equitable TOD across the nine-county Bay Area. The TOAH Fund is available for experienced nonprofit and for-profit developers, municipal agencies, and joint ventures of these entities. The project development site must be located in a Priority Development Area and within one-half mile of quality transit service.

State	Sponsoring Agency	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Counties Covered by Policy or Program	Cities Covered by Policy or Program	Program Description
CA	Association of Governments of San Mateo County (C/CAG)	C/CAG TOD Housing Incentive Program http://ccag.ca.gov/ http://www.ftod.com/research/marketability/Ccag_tod.pdf	Funding & Financial Incentives	San Mateo	All Cities in San Mateo County	The goal of the C/CAG TOD Housing Incentive Program is to promote, support, and facilitate high-density residential housing projects near transit services throughout the county in order to improve the coordination between land use and transportation. The program provides funds for transportation projects to jurisdictions that build eligible TOD housing projects.
CA	Sonoma-Marín Area Rail Transit District (SMART)	Joint Development Goals, Policies, & Procedures (2005) http://web1.ci.santa-rosa.ca.us/cd/reports%26ordinances/eirs/SMART/Appendices/Appendix%20B%20-%20TOD%20Policy.pdf http://main.sonomamarintrain.org/	Policy & Planning	Sonoma, Marin	San Rafael	SMART is a voter-approved passenger rail and bicycle-pedestrian pathway project located in Marin and Sonoma counties. It will serve a 70-mile corridor from Larkspur to Cloverdale, with a first phase from San Rafael to Santa Rosa. Through joint development, SMART seeks to maximize transit ridership at each site, generate long-term revenue, incorporate transit- and pedestrian-oriented design (i.e., integration with transit facilities, lower parking ratios, mixed use where appropriate) at each site, encourage economic development, improve connectivity of surrounding area to transit, encourage mixed-income housing, provide high-quality public space, and maintain community compatibility between SMART's site and the surrounding area.
CA	Sacramento Regional Transit (RT) District	TOD Program http://www.sacrt.com/realestate/TODpage.stm	Policy & Planning Program	Sacramento	Sacramento, Rancho Cordova, Elk Grove, Citrus Heights, Folsom	The Transit for Livable Communities Project (2002) resulted in TOD land use plans, joint development strategies, and other measures for 20 light rail stations throughout the regional transit system. The regional blueprint, transit master plan, and TOD guidelines collectively prioritize TOD opportunities along transit.

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CA	Sacramento Area Council of Governments (SACOG)	Sacramento Region Blueprint Metropolitan Transportation Plan for 2035 Downtown Riverfront Streetcar TOD Toolkit http://www.sacog.org/sacramento-region-blueprint http://www.riverfrontstreetcar.com/ https://www.transit.dot.gov/funding/grants/recipient-pilot-program-transit-oriented-development-tod-planning-awards	Policy & Planning	Sacramento	Sacramento	The SACOG board of directors adopted the Preferred Blueprint Scenario in December 2004, a bold vision for growth that promotes compact, mixed-use development and more transit choices as an alternative to low-density development. SACOG received a TOD Planning Award from FTA in 2015 to develop a toolkit of policy and regulatory changes that will encourage TOD in the areas surrounding the planned downtown riverfront streetcar.
CA	San Diego Association of Governments (SANDAG)	Regional TOD Strategy http://www.sandag.org/uploads/projectid/projectid_500_19413.pdf http://www.sdfoward.com/pdfs/RP_final/AppendixU4-SANDAGRegionalTransitOrientedDevelopmentStrategy.pdf	Policy & Planning	San Diego, Imperial	San Diego, Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Marcos, Santee, Solana Beach, Vista	San Diego Forward: The Regional Plan was adopted by the SANDAG board of directors on October 9, 2015. It combines the big-picture vision for how the region will grow over the next 35 years with an implementation program to help make that vision a reality. Included within the plan is a regional TOD strategy; it recommends actions to create TOD in association with the existing and future network of public transit; reduce greenhouse gas emissions; increase transit ridership, walking, and biking; and provide a greater mix of housing and employment opportunities. The strategy builds on and recognizes the existing foundation of smart growth planning tools and projects that have been put in place by SANDAG and local jurisdictions, including the Smart Growth Concept Map and Smart Growth Toolbox, the Designing for Smart Growth Guidelines and Scorecard, the Smart Growth Incentive Program, and Parking Management Toolbox, among others.

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CA	Santa Clara Valley Transportation Authority (VTA)	TOD Program http://www.vta.org/projects-and-programs/projects-studies-and-programs-transitoriented-development-tod-program	Policy & Planning Program	Santa Clara County	San Jose (and Campbell, Cupertino, Gilroy, Los Altos, Los Altos Hills, Los Gatos, Milpitas, Monte Sereno, Morgan Hill, Mountain View, Palo Alto, San Jose, Santa Clara, Saratoga, Sunnyvale)	VTA facilitates TOD in Clara County through its TOD Program and Joint Development Policy. The four main elements of VTA's TOD Program are station area planning; joint development; development review; and outreach and education efforts. In April 2009, the VTA board of directors adopted a revised Joint Development Policy and Implementation Plan whose goals, in priority order, are to (a) generate revenue; (b) carry out TOD; and (c) increase ridership on VTA's transit multimodal transit system. The revised Joint Development Policy provides the appropriate framework to maximize the respective economic values of each real estate asset through consensus-driven, site-appropriate development that also increases transit ridership, creates vibrant community assets, and enhances the long-term life of VTA's facilities. In accordance with the revised policy framework, VTA's Joint Development Group ascertains which assets are suitable for development and provides the necessary groundwork and resources to engage in public-private partnerships.
CO	Denver Regional Council of Governments (DRCOG)	Misc. Planning Efforts https://drcog.org/planning-great-region/implementing-metro-vision/transit-oriented-development	Policy & Planning	Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, Gilpin, Jefferson	Denver	After the FasTracks funding referendum was passed by voters, DRCOG went to work assembling resources for its members to consider, holding meetings and workshops for developers and planners, and developing online forums to draw more people into the conversation about what TOD in different communities should include. Convening a group of public, private, and community partners to engage in the Sustainable Communities Initiative, DRCOG was awarded a \$4.5 million grant from the federal government to help make the most of investment around rail lines being built as part of FasTracks. Corridor planning efforts were done in four corridors around the region. Between 2009 and 2010, DRCOG conducted a survey (Who Is TOD) to gather information on businesses, employees, and residents' experiences in areas around existing light rail station areas throughout the region.

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CO	Denver Regional Council of Governments (DRCOG) Enterprise Community Partners Inc.	Denver Regional TOD Fund http://www.enterprisecommunity.com/denver-tod-fund	Funding & Financial Incentives	Available to qualified borrowers in seven of nine DRCOG counties served by current and future transit corridors		In 2010, Enterprise and Denver-area partners launched a first-of-its-kind fund to create and preserve affordable housing along current and future transit corridors in Denver. As the region's transit system extended beyond the city, the fund expanded to meet new demand. Today, the \$24 million Denver Regional Transit-Oriented Development Fund is available to qualified borrowers in seven metro Denver counties to acquire property for affordable housing and supportive commercial space. As of May 2016, the fund had provided nearly \$20 million for the creation or preservation of more than 1,100 affordable homes and 100,000 square feet of community space at 13 transit-accessible properties across the region. The fund benefits from several local and national investors and partners.
CO	Mile High Connects (a public, private, nonprofit partnership)	Mile High Connects (MHC) http://milehighconnects.org/	Funding & Financial Incentives	Denver Regional Transit District jurisdictions		In the Denver metro region, the public, private, and nonprofit sectors have accepted joint responsibility to ensure that TOD is equitable. MHC is a broad partnership of organizations from the private, public, and nonprofit sectors that are committed to increasing access to housing choices, good jobs, quality schools, and essential services via public transit. Its mission is to ensure that the metro Denver regional transit system fosters communities that offer all residents the opportunity for a high quality of life. With a generous three-year grant from the Convergence Partnership Innovation Fund, MHC established the Equitable Transportation Initiatives in the Denver Region Grant Fund in 2013. The Convergence Innovation Fund supports innovative approaches to promoting healthy, equitable communities through policy and environmental changes.
CT	Capital Region Council of Governments (CRCOG)	New Britain/Hartford Busway TOD Study http://www.crcog.org/transportation/current_stud/TOD.html	Policy & Planning		New Britain, Hartford, Newington, West Hartford	The New Britain/Hartford Busway TOD Study will advance the plans prepared for the completed Station Area Planning Project. CRCOG offers this project as a resource to the cities of New Britain and Hartford, to the towns of Newington and West Hartford, and to public agencies with interests related to the New Britain/Hartford busway.

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DC/ VA/ MD	Metropolitan Washington Council of Governments (MWCOG)	Transportation/Land Use Connections (TLC) Program http://old.mwcog.org/transit/tlc/default.asp	Funding & Financial Incentives Program	Frederick, Montgomery, Prince George's, Charles (MD counties); Arlington, Fairfax, Loudoun, Prince William (VA counties)	Alexandria, Fairfax, Falls Church, Manassas, Manassas Park, VA; Washington, DC	The TLC Program was created by the Transportation Planning Board in 2006 to help local jurisdictions identify key improvements to make the transportation system and development patterns support one another more effectively. TLC provides planning and design assistance to MWCOG member jurisdictions for small local projects. The program is set up to help localities increase economic development, provide options for multiple modes of transportation, and provide better and more equitable transportation options to areas in need. More than 90 projects have focused on topics such as transit station accessibility, mixed-use and TOD opportunities, pedestrian and bicycle planning, and streetscape design and corridor planning.
DC/ VA/ MD	Washington Metropolitan Area Transit Authority (WMATA)	Joint Development program http://www.wmata.com/business/joint_development_opportunities/About.cfm	Program	Arlington, Fairfax, Loudoun (VA counties); Montgomery, Prince George's (MD counties); Washington, DC	Washington, DC; VA cities: Fairfax, Falls Church, and Alexandria; MD cities: Chevy Chase, College Park, Hyattsville	WMATA has an active public-private joint development program. Metro seeks partners to develop Metro-owned or controlled property in order to achieve TOD, increase ridership, generate revenue, and create added real estate tax value. Metro has updated its joint development program to allow for greater community input.
DE	Wilmington Area Planning Council (WILMAPCO)	Elkton TOD Plan	Policy & Planning		Elkton	To become transit ready, the town of Elkton and WILMAPCO worked with local leadership, land owners, major employers, residents, and other stakeholders to develop a TOD plan. Elkton's plan was developed by WILMAPCO in partnership with the town of Elkton, Cecil County, and the Maryland Department of Transportation.
DE	Dover/Kent County MPO	Dover Transit Center Neighborhood Plan and Design Book http://www.downtowndoverpartnership.com/FinalPlanBookwithDDPAppendixV2.pdf	Policy & Planning	Kent County	Dover	In 2011, the Dover/Kent County MPO and Downtown Dover Partnership, in cooperation with the city of Dover, adopted a Dover Transit Center Neighborhood Plan and Design Book. The plan and design guidelines provide the city with a design and planning strategy to guide the development around the new transit center site.

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FL	Jacksonville Transportation Authority (JTA)	A Policy Framework for TOD http://www.jtafla.com/blueprint-2020/transit-oriented-development/	Policy & Planning	Duval County	Jacksonville	The JTA board adopted a TOD policy outlining the agency goals in 2008. JTA has been playing an integral part in helping create more “green-focused” communities by partnering with developers to plan and build neighborhoods around existing transit infrastructure. A TOD station area master-planning process is currently underway for the San Marco and Southbank area. This will provide a template for future TODs around transit stations. Per state statute, the authority may receive or solicit proposals and enter into agreements with private entities or consortia thereof for the building, operation, ownership, or financing of TOD nodes, transit stations, or related transportation facilities. The authority is an independent state agency serving Duval County and the city of Jacksonville.
FL	Regional Planning Council	SunRail Station Area Planning Studies http://www.seminolecountyfl.gov/departments-services/development-services/planning-development/forms-applications-resources/sunrail-area-planning-studies.shtml	Policy & Planning	Seminole County	East Alamoonte Springs, Sanford, Sunrail stations	The Regional Planning Council, on behalf of 26 partners that comprise the East Central Florida Communities Consortium, was awarded \$2.4 million from the Department of Housing and Urban Development to plan for TOD around future SunRail station locations. The grant funding supports station area planning for 6 out of the 12 Phase I SunRail stations, affordable housing assessments for all 12 Phase I stations, and regional collaboration to share best practices and to guide future transit planning in East Central Florida.

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FL	South Florida Regional Transportation Authority (SFRTA)	Regional TOD Program http://www.sfrta.fl.gov/docs/DedicatedFunding/06_FactSheet_TOD.pdf http://www.sfrta.fl.gov/transit-oriented-development.aspx	Policy & Planning Program	Broward, Miami-Dade, and Palm Beach Counties		SFRTA has initiated an outreach program to assist local communities with maximizing their transit station areas' development potential in ways that are consistent with their community TOD vision. SFRTA promotes joint-development planning with localities for areas surrounding its stations. Other supportive regional policy includes the Broward County Metropolitan Planning Organization's Long-Range Transportation Plan. Supportive local policy includes Broward County's Comprehensive Land-Use Plan (10.05.01-11), which includes a TOD land use category and TOD-supportive policy within the transportation element. The Broward County Mass Transit Master Plan and the Broward County Transit Development Plan also encourage mixed-use development in areas served by regional transit stations, such as Tri-Rail stations, major transit hubs, and neighborhood and regional transit centers. In 2015, the FTA awarded SFRTA a Pilot Program for TOD Planning Grant for comprehensive station area planning for six stations, a corridor-wide infrastructure assessment, a station area bicycle and pedestrian plan, an affordable housing analysis, and a regional business plan.
GA	Atlanta Regional Commission (ARC)	Livable Centers Initiative (LCI) Transportation Program http://www.atlantaregional.com/land-use/livable-centers-initiative/lci-transportation-program	Policy & Planning Funding & Financial Incentives	Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale Counties	City of Atlanta	The LCI Transportation Program provides implementation funds for transportation projects identified in LCI planning studies. The ARC board has committed \$500 million through 2040 for projects identified in LCI studies. The program is designed to provide assistance to sponsors during the development and implementation of LCI transportation projects. The Atlanta TOD Collaborative, a 13-member partnership of nonprofits and government agencies, aims to remove barriers to and advancing incentives for equitable TOD in the Atlanta region, while increasing public understanding and awareness around the benefits of TOD.

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GA		<p>TransFormation Alliance</p> <p>http://atitransformationalliance.org/</p>		<p>Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale Counties</p>	<p>City of Atlanta</p>	<p>The TransFormation Alliance is a broad partnership of organizations from the private, public and nonprofit sectors dedicated to creating thriving, mixed-income communities anchored by transit and linked to all the opportunities and amenities that make Atlanta great.</p>
GA	Metropolitan Atlanta Rapid Transit Authority (MARTA)	I-20 East Heavy Rail Transit Extension	Policy & Planning	DeKalb		<p>The FTA awarded MARTA a Pilot Program for TOD Planning Grant to create a strategic plan for TOD in Atlanta's I-20 East Corridor. The plan will support the 12-mile rail extension project in DeKalb County with a strategy for economic development and benefits for communities served by the rail extension.</p>
GA	<p>Atlanta Beltline Inc. (ABI)</p> <p>Atlanta Beltline Partnership</p> <p>The City of Atlanta</p> <p>Invest Atlanta</p>	<p>Atlanta BeltLine Affordable Housing Program and Sales Tax Referendum</p> <p>http://beltline.org/programs/affordable-housing/</p>	Funding & Financial Incentives		<p>City of Atlanta</p>	<p>The Atlanta BeltLine Affordable Housing Program seeks to make city living financially attainable for both renters and homeowners. Its goal is to create 5,600 units of affordable housing over 25 years in Atlanta's Tax Allocation District (TAD), and dedicate 15% of net bond proceeds to an affordable housing trust fund. To date, \$12.5 million has been capitalized in this fund, administered by Invest Atlanta. This provides dollars to homebuyers through down payment assistance and incentives to developers to build affordable housing. Through the end of 2016, this funding, in conjunction with Invest Atlanta, has helped create 2,000 affordable housing units along the Atlanta BeltLine (500 units in the TAD). The initiative comprises several initiatives. In November 2016, voters supported two regional sales tax measures to help fund major public infrastructure elements of the initiative. The MARTA referendum added a half-penny regional sales tax. Revenue will go, in part, to constructing and operating the Atlanta Streetcar and four new rail stations. A separate four-tenths-cent sales tax increase is estimated to generate enough money for ABI to purchase the remaining right of way for the 22-mile loop and provide lighting for multiuse trails.</p>

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IL	Regional Transportation Authority (RTA)	RTA TOD Policy and Community Planning Program https://www.rtachicago.com/plans-programs/grants-projects/community-planning/2015-community-planning-program-of-projects	Policy & Planning Program	Cook, DuPage, Kane, Lake, McHenry, and Will counties in northeastern Illinois	Chicago	The RTA adopted a TOD policy in November 2010. The RTA Community Planning Program allocates grant funding and planning assistance to benefit communities and the region's transportation system. This program provides funding and planning assistance to applicants seeking to update zoning codes, host TOD developer panel discussions, complete pedestrian access improvement plans, TOD plans, or corridor, subregional, or local access improvement plans; and to carry out other innovative approaches to TOD development. Municipalities, counties, townships, councils of government, municipal associations, the city of Chicago, groups of two or more municipalities, and the RTA Service Boards (Chicago Transit Authority, Metra, and Pace) located within the RTA six-county service area are eligible to apply to the Community Planning Program.
IL	Chicago Transit Authority (CTA)	TOD Plan for Red and Purple Line Capacity Expansion http://www.transitchicago.com/rpmproject https://www.funding.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards	Policy & Planning		Chicago	The FTA awarded CTA a Pilot Program for TOD Planning Grant to develop a TOD plan in conjunction with reconstruction and capacity expansion along the Red and Purple Line corridor on the north side of Chicago. CTA will conduct a market analysis of stations in the corridor, create site-specific development plans, and carry out public involvement efforts.

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IN	Indianapolis Metropolitan Planning Organization; The Central Indiana Regional Transportation Authority ; IndyGo; Numerous other partners From local government, business, and foundations	<p>Indy Connection Initiative TOD Strategic Plan</p> <p>IndyConnect.org</p> <p>http://indyconnect.s3.amazonaws.com/wp-content/uploads/2016/01/29211939/TOD-Strategic-Plan-Regional.pdf</p> <p>http://plan2020.com/wp-content/uploads/2015/06/TOD-Strategic-Plan-April-2015_01-Plan.pdf</p> <p>http://www.indyconnect.org/pages/TOD/</p> <p>http://indyconnect.s3.amazonaws.com/wp-content/uploads/2016/06/22134444/Central-Indiana-Transit-Plan_2016-06-16.pdf</p>	<p>Policy & Planning</p> <p>Funding & Financial Incentives</p>	Marion, Hamilton	Indianapolis (in Marion County), Clay and Washington (in Hamilton County), Pleasant (in Johnson County)	<p>The TOD Strategic Plan (2015) was created to identify ways of leveraging land use and economic development potential of transit investment in the Central Indiana region. This plan was developed in coordination with the rapid transit corridor studies (Red, Blue, Green, and Purple lines) and has helped to inform decisions regarding routing, station locations, and implementation phasing. Indy Connect, launched in 2009, is Central Indiana's regional transit initiative. The Central Indiana Transit Plan (2016) is the most comprehensive single product of the Indy Connect initiative. It is informed by the TOD Strategic Plan and numerous other studies. After several years of deliberation, the Indiana General Assembly passed Indiana Senate Bill 176 in 2014 (codified as IC 8-25-2), which enables six Central Indiana counties to ask their voters for an income tax of between 0.10% and 0.25% dedicated to transit. Marion County voters passed a 0.25% income tax increase to fund BRT projects and bus service enhancements. IndyGo estimates this measure would raise \$56 million per year. The Central Indiana Transit Plan assumes that Marion County and three adjacent townships (Pleasant in Johnson County, Clay and Washington in Hamilton County) will each hold public referendums on transit.</p>

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IN	West Lake Commuter Rail Line Extension	TOD Planning	Policy & Planning	Lake County	City of Hammond, Towns of Dyer and Munster	The FTA awarded the Northern Indiana Commuter Transportation District a Pilot Program for TOD Planning Grant to conduct TOD planning activities for proposed stations along the planned West Lake extension of the South Shore Railroad, a proposed nine-mile extension from Hammond to Dyer. The South Shore Line provides a vital connection from Northwest Indiana to Chicago and Cook County, IL. TOD planning activities include developing station area plans that incorporate TOD best practices of mixed uses, increased densities, and balanced parking requirements; studying regulatory codes and guidelines needed to implement TOD, such as zoning ordinances, design guidelines, and parking requirements; developing multimodal connectivity plans; and encouraging private-sector involvement in TOD projects.
KS/ MO	Mid-America Regional Council (MARC)	<p>Planning Sustainable Places and KC Communities for All Ages</p> <p>http://marc.org/Regional-Planning/Creating-Sustainable-Places/Planning-sustainable-Places/Background</p> <p>http://marc.org/News-Releases/March-2013/Group-seeks-to-create-a-Community-for-All-Ages</p>	<p>Funding & Financial Incentives Program</p>	<p>In MO: Cass, Clay, Jackson, Platte, and Ray counties In KS: Johnson, Leavenworth, Miami, and Wyandotte counties</p>	<p>Kansas City and all cities within MARC service area: http://marc.org/About-MARC/General-Information/Member-Cities-and-Counties</p>	<p>TOD in the Kansas City region is supported by two coordinated efforts of MARC. The Planning Sustainable Places (PSP) (PSP) program continues the work of the Creating Sustainable Places initiative (funded by US Department of Housing & Urban Development (HUD) and the region's long-range plan, and it provides funding from state allocation of federal Surface Transportation Funding to advance detailed local planning and project development activities that further PSP goals, including the creation of vibrant places that offer a mix of options for housing, jobs, services, and recreation; connected places with a variety of transportation options; and green places that support healthy living and a healthy natural environment. KC Communities for All Ages, hosted at MARC, was created and funded by regional philanthropic groups to continue efforts to create vibrant communities that build on the strengths and serve the needs of individuals of all ages, with an emphasis on ensuring that older adults are valued, understood, respected, and involved in creating and sustaining a high quality of life in their communities.</p>

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LA	New Orleans Regional Transit Authority	Policy Plan for TOD http://www.norpc.org/assets/pdf-documents/Lite_Rail_Policy_Bechtel.pdf	Policy & Planning	Orleans Parish	New Orleans	The Policy Plan for TOD, prepared in 2005 for the New Orleans Light Rail Transit project, presents recommended policy based on a three-phase study. Ultimate adoption of policy recommended in this plan will (a) support the development of a light rail transit (LRT) project in the east-west corridor between the Louis Armstrong International Airport and Downtown; and (b) provide a policy framework applicable throughout the New Orleans region to support transit development and the linkages between land use and transportation infrastructure development.
MA	Massachusetts Bay Transportation Authority (MBTA)	TOD Program on MBTA Surplus Property http://www.mbta.com/about_the_mbta/t_projects/projects_tod/	Policy & Planning Program	Bristol, Plymouth, Norfolk, Suffolk, Middlesex, Essex, Worcester, MA; Providence, RI	Boston, MA, Cambridge to Medford	MBTA is working with the Commonwealth Office of Energy and Environmental Affairs to redevelopment surplus property located at or near T stations as TOD through collaborative planning with the community and joint development with private developers.
MD		The Opportunity Collaborative http://www.baltometro.org/our-work/the-opportunity-collaborative http://www.opportunitycollaborative.org/	Program	Anne Arundel, Baltimore, Carroll, Harford, and Howard Counties	Baltimore City and cities within member counties	The Opportunity Collaborative, previously known as the Baltimore Sustainable Communities Initiative, is the consortium charged with developing Baltimore's Regional Plan for Sustainable Development (RPSD). This 25-member coalition includes six local governments, the metropolitan planning organization, three Maryland state agencies, two universities, and local philanthropy and advocacy organizations. The collaborative developed a RPSD that links the region's housing, transportation, and workforce development plans and investments with a specific focus on reducing regional disparities. Equitable TOD is a recommended strategy in the plan. The Regional Planning Grant Program, with funding from the federal Partnership for Sustainable Communities, helps to further implementation of the RPSD. For example, one grantee of the program, the city of Aberdeen, was awarded \$10,500 to prepare zoning code amendments and develop review requirements for the Aberdeen TOD Area.

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MI	Capital Area Transportation Authority (CATA)	Designing for TOD in Greater Lansing http://www.cata.org/Portals/0/docs/Publications/CATA-TOD-Handbook-2nd-Edition.pdf https://www.cata.org/Portals/0/docs/meeting%20docs/Approved%20Minutes/Board-Minutes-091615.pdf https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards	Policy & Planning		Lansing, East Lansing, Okemos	CATA developed a guidebook for local governments to encourage TOD around CATA's transit stations. The agency is also working with local jurisdictions to create form-based codes along the proposed BRT corridor. The FTA awarded CATA a Pilot Program for TOD Planning Grant in 2015 to work with local jurisdictions, developers, and residents to develop new land use plans for the Michigan/Grand River Avenue corridor, where a BRT system is being planned.
MI	Southeast Michigan Council of Governments (SEMCOG)	TOD Planning for Woodward Avenue BRT http://www.rta.michigan.org/projects/woodward-avenue/ https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards	Policy & Planning		Cities of Detroit, Highland Park, Pleasant Ridge, Ferndale, Huntington Woods, Royal Oak, Berkley, Birmingham, Bloomfield Hills, and Pontiac; Bloomfield Township	The FTA awarded SEMCOG a Pilot Program for TOD Planning Grant in 2015 to create a TOD plan for future BRT stations along the 27-mile Woodward Avenue corridor from downtown Detroit to Pontiac. Localities will use this plan to guide development around transit facilities. The TOD effort also includes formulating strategies for economic growth and assessing development opportunities in the corridor, as well as evaluating the use of mixed-income housing and public-private partnerships. Outreach to businesses, developers, and the public is planned.

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MN	Metropolitan Council	<p>Livable Communities Program; Met Council TOD Program Gateway BRT TOD Planning</p> <p>http://metrocountil.org/Communities/Services/Transit-Oriented-Development-(TOD)/Transit-Oriented-Development-Policy-(pdf).aspx</p> <p>http://metrocountil.org/Communities/Services/Livable-Communities-Grants.aspx</p> <p>http://thegatewaycorridor.com/</p> <p>https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards</p> <p>https://www.metrotransit.org/Data/Sites/1/media/tod/2016-tod-funding-guide.pdf</p> <p>http://www.metrotransit.org/transit-oriented-development</p>	<p>Policy & Planning</p> <p>Funding & Financial Incentives</p> <p>Program</p>	Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, Washington	Minneapolis-St. Paul and all Jurisdictions within seven-county Met Council area	<p>In 2013, the Metropolitan Council adopted a regional TOD policy to provide a framework in the planning and implementation of TOD throughout the region. The purpose of this policy is to guide the activities of the council—from transit service provision to regional planning, grant making, data collection, and technical assistance. The council has an important stake in successful TOD as the regional agency charged with building and operating the transit system, guiding regional development and transportation investments, supporting affordable housing, and providing regional access to opportunity. The council awards four different types of Livable Communities Grants that provide funding to developers or cities for land assembly, clean up, TOD projects, and the construction and preservation of affordable housing choices. In 2014 a TOD Program Office was created within Metro Transit, an operating division of the council, to develop a joint development policy for council-owned land. This office put together a useful summary of all potential TOD funding programs. In 2015, the FTA awarded the Metropolitan Council a Pilot Program for TOD Planning Grant to prepare a TOD plan for stations along the Gateway Corridor BRT project, a 12-mile BRT line between St. Paul and Woodbury. The TOD plan will include public engagement plans; an analysis of housing and employment in the corridor; and plans for infrastructure, circulation, and land use.</p>

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MO/IL	East-West Gateway Council of Governments Governments Citizens for Modern Transit	TOD Framework Plan TOD overlay zoning district template http://cmt-stl.org/transit-oriented-developmentclearinghouse/st-louis-tod-overlay-codes-plans/	Policy & Planning Zoning	Franklin, Jefferson, St. Charles, and St. Louis counties in Missouri and Madison, Monroe, and St. Clair counties in Illinois	St. Louis	The East-West Gateway Council of Governments published a TOD Framework Plan in 2013, and the Citizens for Modern Transit, a regional transit and TOD advocacy organization, completed a non-binding TOD overlay zoning district template for the St. Louis region. St. Louis and several of the other region's local jurisdictions have adopted form-based TOD overlay districts for station station areas within their boundaries
NC	The Charlotte Area Transit System (CATS)	Charlotte Region Transit Station Area Joint Development Principles and Policy Guidelines http://charmek.org/city/charlotte/cats/planning/Documents/JDPandPFinal.pdf	Policy & Planning	Mecklenburg	Charlotte, NC; Cornelius, Davidson, Huntersville, Matthews	To help foster the proper growth of station areas, the city of Charlotte; Mecklenburg County; the MTC; and the towns of Cornelius, Davidson, Huntersville, and Matthews adopted Transit Station Area Joint Development Principles and Policy Guidelines in 2002. The adopted principles and more detailed policy guidelines provide a framework to be used by local governments and CATS to encourage and promote TOD at transit stations.
NC	GoTriangle (aka Triangle Transit Authority)	Joint Development Durham-Orange Light Rail TOD Implementation http://ourtransitfuture.com/ https://www.transit.dot.gov/funding/recipients-pilot-program-transit-oriented-development-tod-planning-awards	Policy & Planning Funding & Financial Incentives	Wake, Durham, Orange	Durham, Raleigh, Research Triangle, Cary	In 2006, the Triangle Transit Authority identified a "master developer" for GoTriangle's 12-station, 28-mile Regional Rail System that will run from Durham, through Research Triangle Park and Cary, to Raleigh. This is a unique national model of public-private partnership for joint development at a system scale to support TOD implementation. In 2015, GoTriangle received a \$1.7 million TOD grant from the FTA to support its TOD implementation efforts along the Durham-Orange Light Rail project, a light rail line that the agency is developing between Durham and Chapel Hill. GoTriangle's TOD efforts include educating the community about the benefits of TOD, conducting an economic analysis of the corridor and each station area, developing affordable housing strategies, and creating a joint development policy.

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NV	Truckee Meadows Regional Planning Agency	Regional TOD Corridors http://www.tmrpa.org/files/reports/TOD%20in%20the%20Truckee%20Meadows%20July%202009.pdf	Policy & Planning	Washoe County	Reno, Sparks	Truckee Meadows Regional Plan and the city of Reno have created a series of TOD corridors where TOD planning is being undertaken to support BRT investments and urban redevelopment. Master plans, facilities plans, and other similar plans of local governments and affected entities must conform to the regional plan. Local governments and affected entities submit their plans to the Regional Planning Commission to ensure that these plans are consistent with, and support the goals and policies of, the Truckee Meadows Regional Plan.
NY	Metropolitan Transportation Authority (MTA)	Smart Growth/TOD Program http://web.mta.info/sustainability/pdf/MTA%20Smart%20Growth-TOD%2010%2029%2008.pdf	Funding & Financial Incentives Program	Westchester, Putnam, Dutchess, New York, Bronx, Rockland, Orange, NY; Hudson, Passaic, Bergen, NJ; New Haven, Fairfield, CT	NYC	The mission of MTA's Smart Growth and TOD program is to encourage the use of transit by supporting residential and commercial development within walking distance of transit stations, to reduce miles traveled in single-occupancy vehicles and their environmental impacts, and to increase MTA ridership. In 2008, the MTA Blue Ribbon Commission on Sustainability released its smart growth/TOD report in which it set a goal that MTA transit capture two-thirds of all additional trips generated between 2008 and 2030, and ensure that two-thirds of all new residential and commercial growth in the MTA region is concentrated within a half-mile of an MTA station or within a quarter-mile of two bus lines. The commission recommended specific TOD policies for MTA to adopt and identified corridors ripe for investment. In 2014, MTA entered into a joint development agreement with a private developer to construct a TOD in the town of Harrison (Westchester County) in the Metro North corridor. In exchange for transferring 3.28 acres of parking, the developer will build a parking garage and mixed-use development. Of the 143 luxury residential units, 5% will be reserved for affordable housing.

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NY	The Capital District Transportation Committee (CDTC), the designated MPO for the Albany-Schenectady-Troy Metropolitan Area	The Linkage Program http://www.fhwa.dot.gov/planning/processes/land_use/case_studies/albany_ny/ http://cdtcmpo.org/linkage.htm	Policy & Planning Funding & Financial Incentives Program	Albany, Rensselaer, Saratoga, Schenectady	Albany-Schenectady-Troy	The CDTC's Transportation Linkage Planning Program (started in 2000) provides consultant or CDTC staff technical assistance to carry out joint regional-local planning initiatives that link transportation and land use. As of March 2015, CDTC had funded a total of 83 collaborative, jointly funded studies over the past 14 years. Study sponsors have included 40 separate urban, suburban, and rural municipalities and counties as well as not-for-profits and other public entities. Roughly \$5.5 million in federal, state, and local funds have been committed to the Linkage Program since its inception.
NY	Niagara Frontier Transportation Authority (NFTA)	Amherst-Buffalo Corridor Transit Options http://toamherst.nfta.com/p/faqs.html https://www.transit.dot.gov/funding/grants/recipient-pilot-program-transit-oriented-development-tod-planning-awards	Policy & Planning		City of Buffalo, town of Amherst	The FTA awarded NFTA a Pilot Program for TOD Planning Grant in 2015 to plan for TOD in a corridor between Buffalo and Amherst, where NFTA is studying improved transit options such as light rail. TOD planning efforts include educating the public and other stakeholders on TOD benefits and collecting their input on the TOD plan; developing policy, regulatory, and financial tools to encourage TOD in the corridor; analyzing housing, education, employment, and land use in the corridor; and establishing performance measures for the TOD plan.
OH	Greater Cleveland Regional Transit Authority (RTA)	TOD Guidelines/Joint Development http://www.riderta.com/tod/guidelines	Policy & Planning		Cleveland	The RTA established TOD guidelines to support station area planning around new and existing transit stations, including BRT. These guidelines are used to guide redevelopment that is happening with the city, RTA, and private landowners.

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OH	Northeast Ohio Area-wide Coordinating Agency (NOACA) (the MPO for Northeast Ohio)	Transportation for Livable Communities Initiative http://www.noaca.org/index.aspx?page=132	Policy & Planning Funding & Financial Incentives Program	Cuyahoga, Geauga, Lake, Lorain, and Medina Counties	Cleveland	NOACA's Transportation for Livable Communities Initiative (TLCI) provides assistance to communities and public agencies for integrated transportation and land use planning and projects that strengthen community livability. TLCI advances the goals of NOACA's Regional Strategic Plan. TOD planning grants are available through the program. Implementation grants can be spent on projects that support TOD elements (e.g., bike/ped access improvements, transit user environment and wayfinding improvements, and road diets). Adopted in 2014, the plan contains an 20-year vision for regional vitality, sustainability, and competitiveness, focusing on the land use-transportation connection. After adoption of the initial plan, a "land use conformance" factor was added to the OKI Transportation Improvement Program prioritization process, to encourage each locality to have an up-to-date comprehensive plan in place that links transportation, land use, economic development, public facilities, housing, natural resources, recreation, intergovernmental coordination, and capital improvements. OKI staff offer technical assistance to local communities to help implement the 2040 growth plan, which includes a new emphasis on coordinating land use and transportation through transit-oriented, walkable, mixed-use communities.
OH/ KY/ IN	Ohio-Kentucky-Indiana (OKI) Regional Council of Governments	Strategic Regional Policy Plan: How Do We Grow from Here? http://www.oki.org/plans-and-programs/strategic-regional-policy-plan-how-do-we-grow-from-here/	Policy & Planning	Butler, Hamilton, Warren, and Clermont, OH; Boone, Kenton, and Campbell, KY; Dearborn, IN	Cincinnati/ Louisville	Metro's TOD program works directly with developers and local jurisdictions to create vibrant downtowns, main streets, and station areas by helping to change land use patterns near transit. To overcome market barriers, Metro offers financial incentives to offset the higher costs of compact development by purchasing TOD easements from developers and, in some cases, acquiring and selling land near transit at a reduced cost. Metro's role as a financial partner in TOD projects can leverage other public support; local and state agencies have helped to spur development by reducing entitlement risk, expediting permitting, authorizing tax abatements, making related public improvements, and providing project financing. Regional transit investments in TriMet, the region's transit provider, are closely coordinated with the approved landuse and transportation plans of Metro and local jurisdictions.
OR	Metro (the MPO)	TOD Program http://www.oregonmetro.gov/tools-partners/grants-and-resources/transit-oriented-development-program https://trimet.org/pdfs/publications/Livable-Portland.pdf	Policy & Planning Funding & Financial Incentives Program	Multnomah, Washington, Clackamas	Portland, OR, and all other communities within the MPO planning area	Metro's TOD program works directly with developers and local jurisdictions to create vibrant downtowns, main streets, and station areas by helping to change land use patterns near transit. To overcome market barriers, Metro offers financial incentives to offset the higher costs of compact development by purchasing TOD easements from developers and, in some cases, acquiring and selling land near transit at a reduced cost. Metro's role as a financial partner in TOD projects can leverage other public support; local and state agencies have helped to spur development by reducing entitlement risk, expediting permitting, authorizing tax abatements, making related public improvements, and providing project financing. Regional transit investments in TriMet, the region's transit provider, are closely coordinated with the approved landuse and transportation plans of Metro and local jurisdictions.

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PA/ NJ	Delaware Valley Regional Planning Commission (DVRPC)	Transportation & Community Development Initiative (TCDI) http://www.dvrpc.org/TOD/ http://www.dvrpc.org/TCDI/	Policy & Planning Program Funding & Financial Incentives	Bucks, Chester, Delaware, and Montgomery counties in Pennsylvania; Burlington, Camden, Gloucester, and Mercer counties in New Jersey	Chester and Philadelphia, PA Camden and Trenton, NJ	DVRPC has prepared several TOD plans for member jurisdictions and station areas. Additionally, it keeps an inventory of TOD opportunities at 45 transit stations in the region. The TCDI, a grant program of DVRPC, has been used to support numerous TOD efforts across the region.
PA	Southwestern Pennsylvania Commission	Future Investment in TOD http://www.spcregion.org/about_comm_every.shtml http://www.spcregion.org/fit/pdf/fit.pdf	Policy & Planning	Allegheny, Armstrong, Beaver, Butler, Indiana, Washington, Westmoreland	Pittsburgh	SPC completed a project called Region-Specific Success Factors for the implementation of Transit Oriented Development (TOD) and Transit Revitalization Investment Districts (TRID) that identified the unique factors that make TOD successful in the region. The result is success factors that have been quantified into indicators that can be applied to candidate sites in order to determine a particular TOD's potential or land use strategy. From that study, the SPC published a guide entitled Future Investment in TOD (FIT). It is a tool that describes how to apply the TOD success indicators to a potential site in order to determine whether that particular site is conducive to TOD.
PA		Get There PGH http://gettherepg.org/	Program		Pittsburgh and surrounding area	Get There PGH is a collaborative of more than 30 community organizations that have come together to promote the development of a BRT system in the Pittsburgh metropolitan area.
TX	Capital Metro (CapMetro)	TOD Policy, Joint Development Program http://www.capmetro.org/tod/	Policy & Planning Program		Austin, Leander	The regional transit agency adopted a TOD policy in 2013. CapMetro also published Transit Friendly Design Guidelines and created a joint development program that is being used to redevelop areas around CapMetro's LRT. The cities of Austin and Leander have developed their own TOD programs that have been used to prepare and implement station area plans.

State	Sponsoring Agency	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Counties Covered by Policy or Program	Cities Covered by Policy or Program	Program Description
TX	Metropolitan Transit Authority of Harris County, Texas (Metro)	Metro TOD Goals & Strategies (2012) Metro TOD Study http://www.houstontx.gov/council/k/submit2014/cohecodev.pdf	Policy & Planning	Harris County	Houston and incorporated cities of Harris County	To encourage TOD, the Metro board adopted TOD Goals and Strategies in 2012. Metro also completed a TOD study in partnership with the city of Houston and the Houston-Galveston Area Council (HGAC); it identifies opportunities for TOD in areas around Metro rail and regional park & ride lots. The study includes these key resources: a marketing tool Metro can show developers and community stakeholders, an initial market assessment of each location, and recommended actions for Metro and its partner agencies. Metro's TOD planning is supported by the activities of the Livable Houston Initiative. Since November 1999, Houston Tomorrow and HGAC have cohosted monthly initiative lunch meetings to discuss a wide variety of urban issues, with a strong emphasis on livable, walkable, and TOD communities. Regional TOD efforts are supported by local jurisdiction use of TOD-supportive tools such as TOD policy, urban design guidelines, land assemblage, infrastructure construction, parking guidelines and management, tax increment reinvestment zones, and municipal management districts.
TX	North Central Texas Council of Governments (NCTCOG)	Sustainable Development Funding Program http://www.nctcog.org/trans/sustdev/	Policy & Planning Funding & Financial Incentives Program	16 counties: Wise, Denton, Collin, Hunt, Palo Pinto, Parker, Tarrant, Dallas, Rockwall, Erath, Hood, Somerset, Johnson, Ellis, Navarro, Kaufman	Dallas-Fort Worth	The NCTCOG's Sustainable Development Funding Program was created by its policy body, the Regional Transportation Council, to encourage public-private partnerships that positively enhance existing transportation system capacity, rail access, air quality concerns, and/or mixed land uses. By allocating transportation funds to land use projects that promote alternative transportation modes or reduced automobile use, NCTCOG and its regional partners are working to address escalating air quality, congestion, and quality-of-life issues. The program is designed to encourage planning and foster growth and development in and around historic downtowns and main streets, infill areas, and along passenger rail lines and at stations. Three calls for projects were conducted in 2001, 2006, and 2010 to fund sustainable infrastructure, landbanking, and planning projects. Sustainable development projects of approximately \$124 million were selected for funding through the program, with additional local match contributions of \$31 million from local governments and the private sector.

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TX	VIA Metropolitan Transit Authority	Joint Development http://www.viainfo.net/Opportunities/TOD.aspx	Program		San Antonio	The VIA Joint Development program is designed to secure the most appropriate private- and/or public-sector development that is physically or operationally related to VIAs transit facilities, with an emphasis on the proposed BRT corridor included in the 2011 San Antonio Transit Plan.
UT	Utah Transit Authority (UTA) and Wasatch Front Regional Council (WFRC)	UTA TOD Design Guidelines; WFRC Transportation and Land Use Connections Program http://www.rideuta.com/uploads/TODDesignGuidelinesFinalDraft2014125HIRES.pdf http://usa.streetsblog.org/2011/10/24/how-salt-lake-city-became-a-leader-in-transit-oriented-development/ http://www.wfrc.org/new_wfrc/index.php/wfrc-programs/transportation-and-land-use-connection	Policy & Planning Program	Box Elder, Davis, Salt Lake, Summit, Tooele, Utah, and Weber Counties	Ogden, Park City, Provo, Salt Lake City, Tooele	The UTA TOD Design Guidelines provide direction on the design elements that UTA expects developers to address in development plans, including connectivity and urban form. These guidelines are used by UTA staff in site plan review. The guidelines are used in the development of all master planning and site planning activities. Transportation and Land Use Connections (formerly known as the Local Planning Resource Program) is a partnership between the Wasatch Front Regional Council and Salt Lake County. It provides local communities with technical assistance such as staff time, consulting, and training. The program encourages communities to integrate their land use and regional transportation plans by proactively addressing anticipated growth through the use of the Wasatch Choice for 2040 Vision.

State	Sponsoring Agency	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding, Financial Incentives, Program)	Counties Covered by Policy or Program	Cities Covered by Policy or Program	Program Description
UT	UTA	<p>Provo-Orem BRT, TOD Planning</p> <p>http://www.rideuta.com/UTAPProjects/Provo-Orem-Transportation-Improvement-Project/Project-Overview</p> <p>https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards</p>	Policy & Planning	Utah County	Provo, Orem	A FTA Pilot Program for TOD Planning Grant will support the development of the BRT TOD Analysis and Implementation Plan, a collaborative effort by UTA, Mountainland Association of Governments, Utah Department of Transportation, and the cities of Provo and Orem. The planning process will provide a better understanding of current land use, markets, housing, and essential service conditions along the corridor and will identify strategies to promote and implement equitable TOD. Analysis and planning will take place within a half-mile of the Provo/Orem BRT project. The plan will highlight barriers that inhibit TOD in the corridor and identify a “top five” project list to improve pedestrian and bicycle access.
VA	Richmond Regional Transportation Planning Organization	<p>Greater RVA Transit Vision Plan</p> <p>http://rvatransitvision.com/wp-content/uploads/2016/11/GRVATVP-Public-Draft_112116.pdf</p>	Policy & Planning	Chesterfield, Goochland, Hanover, Henrico, New Kent, Powhata	Richmond, Ashland	The Greater RVA Vision Plan offers a regional, long-term vision for public transportation in Richmond and the surrounding area. More specifically, it provides land use and other recommendations for how the region can best support and take advantage of investments in the new Pulse BRT system. The plan established a regional vision: “By 2040, transit will connect the Richmond region through an efficient, reliable, seamless and sustainably-funded system that benefits everyone by enabling economic growth, promoting livable and walkable transit oriented development, expanding access to jobs and services, and strengthening multimodal access within and beyond our region.” To advance this vision, the plan offers detailed land use policy recommendations for each corridor, which is consistent with TOD principles.

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WA	Sound Transit Puget Sound Regional Council (PSRC)	Sound Transit TOD Policy Resolution No. R2012-24; PSRC Growing Transit Communities http://www.soundtransit.org/sites/default/files/Reso2012-24-Attachment_a.pdf http://www.psrc.org/growth/growing-transit-communities http://rvcdf.org/	Policy & Planning	King, Kitsapp, Pierce, and Snohomish Counties	All cities in counties listed	Sound Transit's TOD Policy Resolution No. R2012-24 establishes a framework in which Sound Transit will evaluate, facilitate, and implement TOD strategies as the agency plans, designs, builds, and operates the regional transit system, through cooperation and partnerships with public and private entities, as allowed by applicable laws, regulations, plans, and policies. PSRC's Growing Transit Communities Strategy provides TOD planning support to localities. The Rainier Valley Community Development (RVCDF) manages a \$50 million Transit-Oriented Community Development Fund that had been established in 1999 by Seattle's Sound Transit Board. In addition to its primary role to provide mitigation funds to businesses adversely affected by light rail construction, RVCDF is using a part of the money to create a self-sustaining, community-controlled fund that will help steer community development in Rainier Valley over the long term.
WI	Southeast Wisconsin Regional Planning Council (SEWRPC)	Vision 2050 http://vision2050sewis.org/Vision2050 http://www.eastwestbrt.com/ http://www.sewrpc.org/SEWRPC/communityassistance.htm	Policy & Planning	Milwaukee, Kenosha County, Ozaukee County, Racine County, Waukesha County, Washington County, Waukesha County	Milwaukee and Kenosha—two with specific TOD focus	Adopted by SEWRPC in July 2016, the Vision 2050 Plan calls for TOD to be focused near rapid transit and commuter rail stations. The cities of Milwaukee and Wauwatosa and Milwaukee County have completed a BRT feasibility study and have identified a “locally preferred alternative” for east-west BRT routes and station locations. FTA awarded the Milwaukee County Department of Transportation a Small Starts Project Development grant for the 9-mile long East-West Bus Rapid Transit project in downtown Milwaukee.

TABLE 3. LOCAL TOD SUPPORT

State	Sponsoring Agency	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Counties Covered by Policy or Program	Cities Covered by Policy or Program	Program Description
AZ	City of Phoenix	ReinventPHX TOD Strategic Policy Framework https://www.phoenix.gov/pddsite/Documents/pdd_pz_pdf_00380.pdf	Policy & Planning		City of Phoenix	The Phoenix General Plan was amended in 2013 to improve TOD within the land use element and provide an enhanced policy framework to guide district planning processes and land use decisions along existing and planned light rail corridors and improve competitiveness for federal transit funding.
AZ	City of Phoenix	Reinvent PHX Reinvent PHX TOD Strategic Policy Framework Transit-Oriented Zoning Overlay District https://www.phoenix.gov/pddsite/Documents/pdd_pz_pdf_00380.pdf#search=Transit%20oriented%20Development%20Strategic%20Policy%20Framework https://www.phoenix.gov/pdd/topics/reinvent-phx http://www.valleymetro.org/images/uploads/lighttrail_publications/TOD_Brochure.pdf	Policy & Planning Zoning		City of Phoenix	Reinvent PHX is a collaborative partnership between the city of Phoenix, the US Department of Housing and Urban Development, Arizona State University, St. Luke's Health Initiatives, and numerous other organizations committed to developing walkable, opportunity-rich communities connected to light rail. Reinvent PHX will create action plans for districts along the light rail system. The plans will establish a community-based vision for the future and identify investment strategies to improve the quality of life for all residents. This process will establish a new, transit-oriented model for urban planning and development along the city's light rail system. The Reinvent PHX TOD Strategic Policy Framework was adopted by the city council in 2013, followed by TOD District Policy Plans in 2015.

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AZ	Tucson	Tucson TOD Handbook https://www.tucsonaz.gov/files/pdsd/transit_oriented_development_handbook.pdf	Policy & Planning		Tucson, Sentinel, Presidio	The Tucson TOD Handbook is a policy document that guides planning and development around Tucson modern streetcar stops.
CA	City of Sacramento	Downtown Developer Toolkit, including Streamlining for Sustainable Development General Plan, Planning and Development Code http://cityof.sacramento.org/Community-Development/Downtown-Developer-Toolkit/Sustainable-Urban-Dev http://www.shra.org/CommunityDevelopment/FederalEntitlementPrograms/TODLoanFund.aspx http://www.shra.org/Portals/0/pdf/Redevelopment_CommunityRevitalization/CDBG/Take%2STOC%20Sacramento.pdf	Policy & Planning Zoning Funding & Financial Incentives		Sacramento	The city provides a number of incentives to encourage development in its downtown and along transit corridors and has developed a Downtown Developer Toolkit. Incentives include reduced parking requirements, building code updates, priority points in the allocation of funding, and environmental streamlining. The 2035 General Plan and the new Planning and Development Code have been updated to facilitate dense, transit-oriented, sustainable, infill development. The city and county are exploring a Sacramento Transit Oriented Communities Fund to assist in building affordable housing near transit.

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CA	Los Angeles	TOD District Program http://planning.lacounty.gov/tod http://planning.lacounty.gov/tod/program	Policy & Planning Zoning	Los Angeles		The Los Angeles County General Plan establishes TOD districts to encourage infill development and pedestrian-friendly and community-serving uses within one-fourth to one-half mile of transit stops. In addition, the county has adopted TOD-specific plans, with standards, regulations, and infrastructure plans tailored to the unique characteristics and needs of each neighborhood. These plans address in detail such issues as access and connectivity, pedestrian improvements, and safety. Major commercial corridors within the TODs are designated for high-intensity mixed-use zoning, allowing for a maximum density of 150 units per net acre and a maximum floor area ratio of 3.0. As part of the county's TOD District Program, planners are instructed to complete an economic development strategy, capital improvement plan, and California Environmental Quality Act Document, in addition to their more traditional planning and zoning work.
CA	San Francisco	San Francisco General Plan http://generalplan.sfplanning.org/index.htm	Policy & Planning		San Francisco	San Francisco's General Plan contains specific area plans, such as the Downtown Area Plan, which encourage TOD initiatives that are tailored to specific neighborhoods.
CA	San Diego	San Diego TOD Design Guidelines https://www.sandiego.gov/planning/genplan#genplan https://www.sandiego.gov/sites/default/files/legacy/planning/documents/pdf/trans/todguide.pdf	Policy & Planning		San Diego	The land use element of San Diego's General Plan envisions implementation of a "City of Villages" concept that calls for "mixed-use, transit-oriented development as a way to minimize the need to drive by increasing opportunities for individuals to live near where they work, offering a convenient mix of local goods and services, and providing access to high quality transit services." As early as 1992, the city approved TOD design guidelines.

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CO	City of Denver	Denver TOD Strategic Plan https://www.denvergov.org/content/dam/denvergov/Portals/193/documents/DLP/TOD_Plan/TOD_Strategic_Plan_FINAL.pdf	Policy & Planning, Funding & Financial Incentives		Denver	The strategic plan provides a foundation to guide public and private investment at rail stations by outlining an implementation action plan through research and analysis of the existing state of TOD. It provides citywide, high-level policy recommendations and on-the-ground, station-level action items, with the intent to foster implementation of TOD at rail stations, and it will establish a system to track and monitor Denver's success so the city can continue to refine and improve its strategic moves in the future. The city is also a partner in the Denver TOD Fund to support affordable housing along transit corridors.
CT	Bridgeport	Barnum Station TOD Master Plan and Adaptive Reuse Strategy http://www.bridgeportct.gov/content/89019/89751/94961/270044.aspx	Policy & Planning		Bridgeport	Bridgeport Planning Department is in the process of launching the Barnum Station TOD Master Plan and the Adaptive Reuse Strategy (Reuse Strategy) for 889 Barnum Avenue, the former Remington Arms Ammunition production facility. The TOD plan will be a guide for reinvestment that will reposition the Barnum Station TOD area as a transit-oriented and a mixed-use hub, and it will act as an economic development catalyst for the city's East Side, East End, and Mill Hill neighborhoods.
DE	Elkton and WILMAPCO	Elkton TOD Plan http://www.elkton.org/planning/pages/elkton-transit-oriented-development-plan	Policy & Planning		Elkton	To make Elkton transit ready, the town of Elkton and WILMAPCO worked with local leadership, landowners, major employers, residents, and other stakeholders to develop a TOD plan. Elkton's plan was developed by the WILMAPCO, in partnership with the town of Elkton, Cecil County, and the Maryland Department of Transportation.

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FL	Volusia County	SunRail DeLand Area Activity Center http://www.deland.org/Pages/DeLand_FL_Clerk/2-04-2013/N1.pdf http://www.volusia.org/core/fileparse.php/4151/urlt/SunRail-Ordinance-with-exhibits-2-7-13.pdf	Policy & Planning	Volusia County	City of DeLand	The County adopted a Comprehensive Plan Amendment in 2013 for the area adjacent to the DeLand SunRail station to facilitate TOD in the SunRail DeLand Area Activity Center (SR 1.1.1-1.1.15)
FL	City of Fort Lauderdale	TOD Guidelines for Downtown Master Plan http://www.fortlauderdale.gov/departments/sustainable-development/urban-design-and-planning/planning-initiatives/transit-oriented-development http://wavestreetcar.com/	Policy & Planning		Fort Lauderdale	In February 2014, the city of Fort Lauderdale adopted an amendment to its Downtown Master Plan to incorporate TOD guidelines. Their purpose is to guide and encourage future development within proximity to premium transit stations, while aligning the current Downtown Master Plan design guidelines with current and planned transit initiatives. In 2015, FTA awarded Fort Lauderdale a Pilot Program for TOD Planning Grant to support TOD in the Wave Streetcar corridor.

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FL	Orlando	Orlando Transportation Impact Fee Ordinance (Chapter 56 of the City Code) — http://www.cityoforlando.net/transportation-planning/transportation-impact-fees/	Funding & Financial Incentives		Orlando	Orlando's transportation impact-fee policies have been amended to encourage TOD by providing fee reductions or waivers for qualifying TODs.
FL	Miami	Miami 21 Code — http://www.miami21.org/PDFs/Amended_Codes/May2016-Volume1.pdf	Zoning		Miami	The Miami 21 Code establishes standards and procedures for new development or redevelopment in the city. In the code, the city defines and maps TOD districts. The code also allows a 35% parking reduction in TOD.
GA	City of Atlanta	BeltLine Transit Supportive Land Use Implementation Plan — http://beltline.org/progress/planning/implementation-plan/ https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards http://www.atlantaga.gov/index.aspx?page=383	Policy & Planning Zoning		Atlanta	FTA awarded the city of Atlanta a Pilot Program for TOD Planning Grant to implement its BeltLine Transit Supportive Land Use Implementation Plan, a strategic outline of actions to be carried out along 16 miles of the streetcar corridor. The plan will include TOD zoning as well as innovative tools and policies to encourage TOD implementation and affordable housing creation.

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GA	City of Atlanta	Atlanta Beltline Redevelopment Plan (2005) The Atlanta BeltLine Zoning Overlay Ordinance (2007)	Policy & Planning Zoning		Atlanta	The BeltLine Redevelopment Plan lays out a vision to combine greenspace, trails, transit, and new development along 22 miles of historic rail segments that encircle the urban core. The plan envisions this revived industrial landscape to become the uniquely Atlanta solution to a scattered development pattern of growth. The Bureau of Planning has implemented a set of urban design regulations (The Atlanta BeltLine Zoning Overlay Ordinance) to facilitate growth throughout the BeltLine Planning Area.
GA	Atlanta	Atlanta Beltline Tax Allocation District http://beltline.org/about/the-atlanta-beltline-project/funding/	Funding & Financial Incentives	Fulton	Atlanta, Atlanta Public Schools	The Atlanta City Council voted in 2004 to create the Atlanta BeltLine Tax Allocation District (TAD) to fund the Atlanta BeltLine, which had received overwhelming community support. In 2005, the Fulton County Board of Commissioners and the Atlanta Public Schools also voted to participate as investors in the Atlanta BeltLine, forming a joint redevelopment initiative. The three governmental entities agreed to forgo future property tax revenue increases on their Beltline properties over the next 25 years and dedicate them to building out the Atlanta BeltLine. As new Atlanta BeltLine investments take place, those once underutilized properties increase in value and generate more tax revenue – which is used to secure bond funding that pays for more Atlanta BeltLine investments.

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HI	City of Honolulu	Honolulu Transit-Oriented Development, Sec. 13-9.3 TOD Ordinance http://www.honolulu.gov/tod/about-tod/dpp-tod-legislation-planning.html http://www4.honolulu.gov/docshare/dsweb/Get/Document-86893/4108c6sr.pdf http://www.honolulu.gov/site/dpptom/dpptom_docs/TOD_Framework_-_FINAL_NEW_small.pdf	Policy & Planning Program	County of Honolulu	City of Honolulu, Waipahu, East Kapolei, Aiea-Pearl City, Kailhi, Ala Moana	Ordinance 09-04 established the city's TOD program and enabled the creation of special districts around each station (within 2000 feet). Under Ordinance 07-01, the City Council approved the locally preferred alternative for rapid transit as a fixed guideway system. The Department of Planning and Permitting has been working with communities on neighborhood TOD plans for the station areas under its jurisdiction. Program includes TOD special districts, zoning, and specialized programs like TOD Brownfields Assistance Program. Properties in the TOD areas will be regulated by a new TOD Special District within the City's Land Use Ordinance that specifies requirements for onsite layout and ground-floor building design. The goal of these development standards is to improve the pedestrian experience around the rail stations.
ID	City of Boise	Boise TOD Policy http://pds.cityofboise.org/media/127913/1_StateStreetTODPolicies.pdf	Policy & Planning		City of Boise	The city created a policy document (2008) that defines TOD and provides development guidelines to govern TOD in the State Street corridor.

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IL	Chicago	Amendment of Municipal Code Chapters 2-45, 17-3, 17-4, 17-8, 17-10 and 17-13 Regarding TOD Projects https://chicago.legistar.com/LegislationDetail.aspx?ID=2393423&GUID=83B45B27-5104-4A12-A79305F398C91940&Options=Advanced&Search=	Zoning		City of Chicago	In 2015, The Chicago City Council approved a TOD reform ordinance that creates incentives for more development near CTA and Metra stations. The new ordinance builds upon the Mayor's 2013 TOD ordinance.
IL	City of Alton	Ordinance to Create Mixed-Use Transportation Zoning District http://www.t4america.org/wp-content/uploads/2014/12/Illinois-Rail-Report-T4America-Web.pdf https://www.cityofaltonil.com/media/pdf/AltonCAI.pdf http://www.stlouisearthday.org/wp-content/sled-uploads/Stephen-Ibendahl-Matt-Asselmeier-Presentation.pptx.pdf	Zoning		City of Alton	The city of Alton amended its city code to permit a mix of transportation types (rail, light rail, bus), and a mix of commercial and residential uses (sections 3 and 4).

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IN	Indianapolis	SustainINDY Program http://www.indy.gov/eGov/City/DPW/SustainIndy/Pages/SustainIndyHome.aspx	Funding & Financial Incentives Program	Marion County	City of Indianapolis	The city established a sustainability office within public works to lead sustainability efforts in city government, coordinating and collaborating on community sustainability goals and establishing public-private partnerships aimed at advancing the vision of a more sustainable Indianapolis. The city has adopted a complete streets policy. The SustainINDY program includes grants to fund local initiatives that further economic development, ensure environmental integrity, and promote social and cultural vibrancy.
KY	Louisville Metro Government	Planned Transit Development (PTD) Districts http://www.nictdwestlake.com/index.html https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards	Policy & Planning Zoning		Louisville	The Louisville ordinance (2006) provides a framework and approval process for creating PTD districts that promote TOD around advanced transit facilities. Each PTD district establishes a set of standards for transit districts, and includes definitions, development guidelines, development standards, and procedures.
LA	New Orleans	17.5.G TOD Standards http://czo.nola.gov/article-17/# https://www.nola.gov/getattachment/63e952c7-1734-47f6-8749-e64236296c70/Article-5-Planned-Development-Standards/	Zoning		New Orleans	The city has adopted the Comprehensive Zoning Ordinance, which includes TOD standards, increasing the base maximum Floor Area Ratio (FAR) for qualifying development sites. The city has also created TOD development districts where focused redevelopment funds are being targeted.

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MA	City of Boston	<p>Fostering TOD in Boston</p> <p>http://www.bostonredevelopmentauthority.org/planning/initiatives/fostering-transit</p> <p>http://www.bostonredevelopmentauthority.org/news-calendar/news-updates/2015/02/27/bra-board-approves-over-\$490-million-in-new-develo</p>	<p>Policy & Planning</p> <p>Funding & Financial Incentives</p>		Boston	Boston Redevelopment Authority will formally begin comprehensive planning studies of two transit-oriented corridors: one spanning Washington Street and Columbus Avenue in Jamaica Plain and Roxbury, and the other along Dorchester Avenue in South Boston. The city is devoting millions of dollars in redevelopment funds to support affordable housing in TODs.
MD	Baltimore City	<p>City's Comprehensive Master Plan TOD Strategy</p> <p>http://archive.baltimorecity.gov/Government/AgenciesDepartments/Planning/TransitOrientedDevelopment.aspx</p>	Policy & Planning		Baltimore City	Baltimore's Comprehensive Master Plan (appendix D) outlines a TOD strategy for implementing projects around transit stations that meet TOD objectives. Additionally, the Development Guidebook contains a checklist for TOD, intended to guide Baltimore City agencies in reviewing proposed projects near transit stations and in assessing the transit friendliness of land use plans, codes, and ordinances.

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MD	Prince George's County	TOD Strategic Framework http://www.princegeorgescountymd.gov/sites/ExecutiveBranch/News/Pages/PG-Transit-Application.aspx http://www.pgplanning.org/Search_Results.htm?ie=UTF-8&q=transit+oriented+development&sa=Go	Policy & Planning Funding & Financial Incentives	Prince George's County	College Park	Prince George's County prioritizes federal Community Development Block Grant funding to support TOD, with an emphasis on redevelopment along existing and proposed WMATA stations. The county also adopted a TOD Strategic Framework and has an expedited approval process for TOD projects.
MI	City of Grand Rapids	Sustainability Master Plan https://nextcity.org/daily/entry/grand-rapids-good-transit-lessons http://grcity.us/design-and-development-services/Planning-Department/Documents/14042_CLEI%20Presentation_revised.pdf	Policy & Planning Zoning		Grand Rapids	The city updated its zoning ordinance to specifically encourage TOD. Incentives include granting the planning director the authority to waive 50% of parking requirements for new development within 300 feet of a BRT station or 100 feet of a transit stop, if that development complies with city redevelopment goals, including TOD.

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MI	Detroit	Detroit Future City 2012 Strategic Framework Plan https://detroitfuturecity.com/wp-content/uploads/2014/12/DFC_LandUse_2nd.pdf	Policy & Planning		Detroit	The land use element of the Detroit Future City 2012 Strategic Framework Plan recognizes TOD as a preferred mixed-use land development pattern for existing and future transit nodes. It recommends that the mixed-use districts in the zoning code be rewritten to better encourage TOD. It also encourages that TOD be recognized in the Detroit Economic Growth Corporation Strategic Plans.
MI	Lansing	Design Lansing 2012 Comprehensive Plan http://www.lansingmi.gov/275/Design-Lansing	Policy & Planning		Lansing	Lansing's Comprehensive Plan calls for "walkable, transit-oriented, mixed-use centers and districts that provide urban convenience and vitality" as a strategy to realize "placemaking," one of four plan principles.
MN	Minneapolis	2010-14 Business plan, Community Planning & Economic Development (CPED) http://www.minneapolismn.gov/cped/transit/index.htm	Policy & Planning		Minneapolis	CPED's 2010-14 Business Plan identified a move from a reactive mode to a proactive mode. Under this plan, a small number of "key enterprise development priorities" were identified on which to concentrate city development and infrastructure resources. Nine areas were identified, all of which were chosen because of their proximity to existing and planned LRT lines and because these areas are believed to be more market ready. City officials also have refined zoning codes to ensure that land around existing and future rail stations is primed for dense development.
MN	St. Paul	8/80 Initiative and TOD Program https://www.stpaul.gov/departments/planning-economic-development/transit-oriented-development https://www.stpaul.gov/departments/planning-economic-development/8-80-vitality-initiative	Funding & Financial Incentives Program		Saint Paul	St. Paul created a TOD staff position in 2014 to accelerate mixed-use development near transit. The Office of Community Planning and Economic Development has established station area plans for all neighborhoods with high-frequency transit. These are priority sites for redevelopment. The mayor's 8/80 Initiative is funding planning and investments that create more vibrant, walkable, and livable communities to spur economic development.

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MO	Kansas City, MO	TOD Policy http://kcmo.gov/planning/todpolicy/	Policy & Planning Funding & Financial Incentives		Kansas City	The city is in the process of adopting a new TOD policy (as of December 2015) that includes incentives for accelerating TOD, particularly along the new streetcar line, including use of TIF, debt financing, credit enhancement, value capture, and fees.
NC	City of Charlotte	Various Supports http://charmck.org/city/charlotte/planning/AreaPlanning/TransitStationAreaPlans/SouthCorridor/pages/home.aspx https://www.fhwa.dot.gov/livability/case_studies/guidebook/appendix/app04.cfm	Policy & Planning	Mecklenburg	Charlotte	Charlotte has taken a number of steps to support TOD in the city. Its original Centers, Corridors and Wedges Vision Plan of 1994 called for focusing most future growth in centers and along five radial corridors. The 2025 Integrated Land Use and Transit Plan called for phased implementation of various transit technologies (light rail, BRT, commuter rail, and extensive bus systems) along the five corridors. After passage of a sales tax referendum, detailed planning for the transit corridors took place. The city established a TOD zoning district (now under revision); it also established Joint Development Principles together with the MTC and surrounding towns. Funding support has come from numerous sources, including the city's Smart Growth Funds and Housing Trust Fund.

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NC	City of Durham	Residential Compact Zoning District http://durhamnc.gov/346/Comprehensive-Plan http://durhamnc.gov/364/Compact-Neighborhood-Planning	Policy & Planning Zoning		Durham	The city's 2005 Comprehensive Plan (amended 2014) created a Compact Neighborhood Tier for zoning around transit stations to promote "high density and intensity infill, redevelopment, and new development that integrates a mix of uses through an urban fabric." TOD is an explicit objective of the plan, which aims to realize the city's goal of aligning land use and transportation to conserve resources and promote economic development. Durham also created an additional "overlay" tier, called the Suburban Transit Area, that was designated for later phases of the regional rail system. The city also adopted a residential compact (RC) zoning district to promote well-integrated new residential and civic development close to designated and future regional transit stations. The district is intended to ensure that new development takes advantage of compatible, higher-density, transit-friendly design opportunities in close proximity to transit systems. New development in this district requires both pedestrian orientation and human scale in architecture at the street level.
NC	City of Raleigh	Unified Development Ordinance http://www.raleighnc.gov/content/extra/Books/PlanDev/UnifiedDevelopmentOrdinance/	Policy & Planning Zoning		Raleigh	Raleigh City Council approved a new Unified Development Ordinance to promote a walkable, bike-friendly, transit-friendly city with high-density, mixed-use districts. The ordinance specifically defines TOD areas near proposed future transit. The city is in the process of redeveloping several sites along transit lines for mixed-use and mixed-income housing; the city approved TOD design guidelines in 2004.

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NM	Albuquerque	<p>Albuquerque/Bernalillo Comprehensive Plan (amended 2013) Central Avenue Corridor BRT, TOD Planning</p> <p>http://documents.cabq.gov/planning/adopted-longrange-plans/CompPlans/Complete-010914.pdf</p> <p>https://www.cabq.gov/transit/bus-rapid-transit</p> <p>https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards</p>	Policy & Planning	Bernalillo	Albuquerque	<p>The Albuquerque/Bernalillo County Comprehensive Plan embeds a vision for TOD within its Activity Centers concept. Several types of Activity Centers are intended to concentrate a diversity of community activities at appropriate locations. Designated Activity Centers are to be vibrant, transit-oriented urban places that encourage walking to destinations throughout each center. FTA awarded Albuquerque a Pilot Program for TOD Planning Grant to support TOD planning for the Central Avenue corridor, where the city is planning a BRT system. TOD planning along the corridor is part of a larger effort to update the city's comprehensive plan. Updates will include zoning changes, development incentives for TOD development, and standards to enable mixed-use development and increase allowable densities within the corridor.</p>

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NV	City of Reno	Corridor TOD Program; Sparks TOD Plan http://www.reno.gov/government/departments/community-development/current-planning-engineering-cases-and-projects/transit-oriented-development	Policy & Planning Zoning	Washoe County	Reno, Sparks	The cities of Reno and Sparks have identified TOD corridors where TOD planning is being undertaken to support BRT investments and urban redevelopment. Regulatory incentives include reduced parking requirements and mixed-use zoning districts. This work has resulted in a series of specific TOD corridor plans being used to guide public investments and redevelopment in the cities.
NV	City of Las Vegas	Las Vegas Master Plan 2020 https://www.lasvegasnevada.gov/cs/groups/public/documents/document/dhn0/mday/~edisp/tst002661.pdf	Policy & Planning		Las Vegas	The Las Vegas Master Plan 2020 established future TOD districts. The TOD concept is applied as an overlay for the area affected by the initial guideway system route and stresses housing, service commercial, and office activities, preferably in a mixed-use context, within the overlay area.

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NY	New York City	Housing NYC: A Five Borough, 10-Year Plan Zoning for Quality and Affordability Text Amendments (2/2016) http://www.nyc.gov/html/dcp/html/zoning-qa/zoning-for-affordability-1.shtml http://www.nyc.gov/html/housing/assets/downloads/pdf/housing_plan.pdf	Policy & Planning Zoning		New York	Recent city rezoning and funding criteria encourage greater density and affordable housing near transit, including accessibility to transit as a criterion for new affordable housing development and new parking minimums.
NY	Albany	Albany 2030 Comprehensive Plan http://www.albany2030.org/files/sites/default/files/Albany%202030%20Comprehensive%20Plan.pdf	Policy & Planning		Albany	Several action steps within Albany's Comprehensive Plan list TOD as a means to accomplish several strategies, such as coordinating transportation investments to support preferred land uses; increasing travel choices to improve mobility and to reduce automobile use, vehicle miles traveled, and emissions; and increasing transit connectivity between and among neighborhoods and employment centers. An "immediate-term project" of the plan is to create TOD districts with the Albany zoning ordinance.
OH	City of Cincinnati	TOD Districts http://city-egov.cincinnati-oh.gov/Webtop/ws/council/public/child/Blob/31300.pdf;jsessionid=634A9A70FE8C5D17B602EA00A454DAF0?m=30187	Policy & Planning Zoning		Cincinnati	The city adopted TOD districts in 2010 to redevelop station areas near the proposed streetcar into mixed-use, walkable neighborhoods. The city has also developed TOD regulations in conjunction with the new district designation.

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OK	Oklahoma City	MAPS 3 http://www.okc.gov/maps3/ http://www.nrpa.org/Success-Stories/Articles/2015/July/Small-Steps-to-a-Walkable-Oklahoma-City/	Funding & Financial Incentives		The City of Oklahoma City	MAPS was the city's first one-cent sales-tax program. Launched in 1993, it created nine new capital projects downtown to improve quality of life, including a walkable canal, baseball stadium, redeveloped river corridor, and other projects.
OH	City of Cleveland	Cleveland's East 79th Street Transit-Oriented Corridor Study http://planning.city.cleveland.oh.us/tlci/tlciCurrent.php	Policy & Planning		Cleveland	Cleveland's East 79th Street Transit-Oriented Corridor Study examines the opportunities for TOD in proximity to the RTA's Red and Blue/Green Line stations. In addition, this study will focus on roadway and land use enhancements that strengthen the north-south connection to the \$331 million Opportunity Corridor. This will help build a sustainable multimodal transportation system that supports economic development and enhances quality of life for northeast Ohio. These connections and improvements within the immediate neighborhoods address health, equity, and connectivity.
OR	Portland	2035 Comprehensive Plan Light Rail Transit Station Overlay Zone https://www.portlandoregon.gov/bps/70936 https://www.portlandoregon.gov/bps/article/53353	Policy & Planning Zoning		City of Portland	Portland's current long-range plan, the 2035 Comprehensive Plan, builds on previous plans that linked land use and transportation investment. The 2035 plan expands the reasons for and approaches to improving Portland as a place that is walkable, bikeable, and transit friendly with active main streets. The plan continues Portland's commitment to compact development, with active employment centers, expanded housing choice, and access to parks and open space; the plan explicitly focuses on equity and health. Portland's zoning ordinance includes a Light Rail Transit Station Overlay Zone to encourage a mixture of residential, commercial, and employment opportunities within identified light rail station areas.

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PA	Philadelphia	TOD Zoning District Overlay http://phillycode.org/14-513/	Zoning		Philadelphia	In 2013, Philadelphia passed a TOD Overlay Zoning District. "The Transit-oriented Development (TOD) standards of this section are intended to encourage compact urban growth patterns, opportunities for increased transportation mode choice, reduced reliance on the automobile, and a safe and pleasant pedestrian environment. The regulations help ensure an attractive streetscape, a functional mix of complementary uses and provision of amenities that support the use of transit, bicycles, and pedestrian facilities."
PA	Pittsburgh	Uptown BRT Project Get There PGH http://portauthority.org/PAAC/Portals/0/BRT/DUO_ScopingBooklet.pdf https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards http://gettherepgh.org/	Policy & Planning Program	Allegheny County	Pittsburg	FTA awarded the Urban Redevelopment Authority of Pittsburgh a Pilot Program for TOD Planning Grant in 2015 to encourage TOD along a corridor connecting downtown Pittsburgh to neighborhoods on the east side of the city. The redevelopment authority, along with the Port Authority of Allegheny County and local partners, has begun initial planning and environmental review of a BRT project proposed for the corridor. TOD planning efforts include conducting outreach to stakeholders to guide TOD planning; evaluating the potential for TOD in the corridor; and studying new methods to finance infrastructure and transit improvements in the corridor. The BRT effort is further supported by Get There PGH, a collaborative of more than 30 community organizations.
RI	Providence	Providence Tomorrow	Policy & Planning		Providence	The Providence Comprehensive Plan identifies TOD as a strategy to create more compact neighborhoods that have a higher concentration and greater mix of housing, employment, and transit options. TOD investment is to be promoted along commercial corridors and develop mixed-use centers to promote public transit through regulations and incentives, and it will tie parking requirements to the proximity to transit facilities.

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RI	City of Warwick	Warwick Station Development District Master Plan: A TOD http://www.citycentrewarwick.com/sites/default/files/Master%20Plan.pdf	Policy & Planning		The City of Warwick	The Warwick Station Development District Master Plan, approved in 2012 by the city council as an amendment to the Comprehensive Plan, provides a redevelopment framework to advance TOD around the Warwick commuter rail station.
TN	Nashville	Downtown Donelson Urban Design Overlay http://www.nashville.gov/Portals/0/SiteContent/Planning/docs/subarea14/DonelsonUDO011811.pdf	Policy & Planning Zoning	Davidson County	Nashville	The Metropolitan Nashville Planning Department's Downtown Donelson Urban Design Overlay (UDO) establishes the development standards that vary from the underlying base zone district standards for the properties in the Downtown Donelson UDO. The Downtown Donelson UDO envisions mixed-use, compact TOD, a vision that without the UDO would be prohibited by the existing base zoning. UDO properties may achieve higher density through transfer of development rights.
TX	Austin	TOD Program http://www.austintexas.gov/department/transit-oriented-development	Policy & Planning Zoning Program		Austin, Leander	The cities of Austin and Leander have TOD programs to develop and implement station area plans. These include dedicated staff, model TOD zoning regulations, and station area plans.
TX	City of Carrollton	Tax Increment Reinvestment Zoning http://www.carrolltontxdevelopment.com/index.aspx?page=1322	Funding & Financial Incentives		Carrollton	This incentive funds public infrastructure improvements, specifically for TOD, at the city's three LRT stations.

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TX	City of Dallas	TOD Tax Increment Financing District http://www.dallas-ecodev.org/incentives/tifs-pids/tod-tif/	Funding & Financial Incentives	Dallas County	Dallas	In 2008, the TOD TIF District was created to encourage dense, pedestrian-friendly TODs adjacent to Dallas Area Rapid Transit (DART) light rail stations and allows for tax sharing across city TOD districts. There are four subdistricts within the TOD TIF district: Lovers Lane/Mockingbird station area, Cedars West, Lancaster corridor area, and Cedar Crest area. A portion of the district revenue is directed toward affordable housing. In addition to receiving FTA grant assistance, the city was awarded a U.S. Housing and Urban Development (HUD) Community Challenge Grant for Transit-Oriented Development and Affordable Housing.
TX	City of Fort Worth	Financial Incentives for Preferred Development Types http://www.ftod.com/Appendix%20B.pdf	Funding & Financial Incentives		Fort Worth	The city targets specific preferred development types, including TOD and urban villages, to be eligible for various types of financial incentives such as tax abatements, TIF, private activity bonds, public improvement districts, and land acquisition assistance.
TX	El Paso	SmartCode https://www.municode.com/library/tx/el_paso/codes/code_of_ordinances?nodeId=TIT21SMCO http://www.planelpaso.org/wp-content/reports/SmartCode_presentation-to-Council_20July.pdf http://www.planetizen.com/node/72630	Zoning		El Paso	The city is working with developers to create several TODs, utilizing its SmartCode (a form-based code that, according to the city documents describing the code, “provides the process and the regulatory framework to create neighborhood centered urban development”). The SmartCode includes a TOD overlay.

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TX	Houston	Project Based 380 Program/ Tax Increment Reinvestment Zones http://www.houstartx.gov/council/k/summit2014/cohecodev.pdf	Funding & Financial Incentives		Houston	Livable Houston Initiative includes a strong emphasis on livable, walkable, and TOD communities. The city's Tax Increment Reinvestment Zones (TRZ) program includes TOD incentives for funding priorities. Developers may receive tax abatement for brownfields clean-up. Under the 380 Program, a developer can be reimbursed for public infrastructure investments out of TRZ revenue.
TX	San Antonio	Unified Development Code https://www.municode.com/library/tx/san_antonio/codes/unified_development_code?nodeId=ARTIIIIZO_DIV5SPDI_S35-342TOTRIEDEDI	Zoning		San Antonio	The San Antonio Unified Development Code includes a transit-oriented development district to encourage a mixture of residential, commercial, and employment opportunities within identified light rail station or other high-capacity transit areas. The district is limited to a half-mile radius of a transit station.
UT	City of Provo	Provo Downtown Master Plan http://www.provo.org/home/showdocument?id=3919	Policy & Planning		Provo	The Provo Downtown Master Plan outlines TOD districts within Provo.
UT	Salt Lake City	Sustainable Code Revision Project http://www.slcgov.com/sicgreen/coderevisionproject	Zoning		Salt Lake City	The city has adopted a comprehensive approach to TOD, including a sustainable code revision project that incorporates TOD and sustainability into all city codes, zoning, and subdivision ordinances. The city's redevelopment agency's properties are also prioritized for TOD potential.

State	Sponsoring Agency	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Counties Covered by Policy or Program	Cities Covered by Policy or Program	Program Description
VA	Arlington County	Sector Planning - Incentive Zoning http://www.fairfaxcounty.gov/dpz/projects/reston/presentations/40_years_of_transit_oriented_development.pdf	Policy & Planning Funding & Financial Incentives	Arlington		Arlington's Comprehensive Master Plan provides the backbone for developer agreement, density bonuses, and other fiscal incentives to encourage TOD along its transit corridors through sector plans. The city has taken a holistic approach to align funding for housing, infrastructure, economic development, and safety to support these goals. The WMATA Silver Line extension originates at East Falls Church station in Arlington. The county recently updated its area plan around the station to facilitate higher-density TOD.
VA	Fairfax County	TOD Land Use Policy and Guidelines, TOD supportive zoning, joint development http://www.fairfaxcounty.gov/planning/tod_docs/2003_p-09.pdf http://www.fairfaxcounty.gov/news/2014/fairfax-approves-transit-oriented-development-reston.htm http://www.fairfaxcounty.gov/news/2016/blvd-reston-station-demonstrates-economic-success.htm	Policy & Planning Zoning Funding & Financial Incentives	Fairfax	City of Fairfax, Vienna, Reston, Tysons Corner, McLean, Herndon	In 2007, the county added a TOD policy to its comprehensive land use plan. The plan identifies TOD districts, transit station areas, and TOD guidelines. TOD zoning further facilitates the redevelopment of Tysons Corner and other station areas into TOD, mixed-use, and walkable communities. The county offers reduced development fees, expedited development review, and team inspections to encourage TOD. The 2015 Strategic Plan to Facilitate the Economic Success of Fairfax County has led to public-private partnerships to construct and operate public infrastructure (e.g., a transit station parking garage located on public land and built and operated by a private developer). The county adopted a comprehensive TOD zoning and economic development policy to aid in the redevelopment of Tysons into a mixed-use and walkable community. This policy includes incentives for land acquisition, brownfields clean-up, pedestrian and street connectivity, and open space.

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WA	Seattle	Station Area Overlay http://www.seattle.gov/transportation/ppmp_sap_home2001.htm	Zoning	King County	Seattle	The Seattle City Council passed the Station Area Overlay legislation in July 2001. This legislation establishes Station Area Overlay Districts and rezones around eight future light rail stations. These actions support TOD and forward neighborhood goals for walkable town centers.
WA	City of Seattle	Comprehensive Plan http://www.seattle.gov/transportation/ppmp_sap_home2001.htm http://www.seattle.gov/dpd/cityplanning/completeprojectslist/comprehensiveplan/documents/default.htm http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/s047781.pdf	Policy & Planning		Seattle	A land use policy within the Seattle Comprehensive Plan is to “support integration of transit-oriented developments with local transportation and open space improvements.” The city also published a study entitled Implementing Transit Oriented Development in Seattle: Assessment and Recommendations for Action in 2013.

State	Sponsoring Agency	Program Name and Website(s)	Type (Policy & Planning, Zoning, Funding & Financial Incentives, Program)	Counties Covered by Policy or Program	Cities Covered by Policy or Program	Program Description
WA	Sound Transit	Tacoma Link Light Rail Expansion http://www.soundtransit.org/tacomalinkexpansion https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards	Policy & Planning		Tacoma	Sound Transit, in partnership with the city of Tacoma, received an FTA Pilot Program for TOD Planning Grant to support its mobility and economic development plan for communities along the proposed Tacoma Link Expansion, a 2.4-mile, six-station extension of the Tacoma Link light rail line. The mobility and economic development plan includes street design for new stations that improves connectivity for pedestrians, bicyclists, motorists, and transit riders. The plan will also offer strategies for expanding access to jobs and job training in an economically disadvantaged area along the extended rail line.
WA	Spokane	Center and Corridor (C&C) Zones https://static.spokanecity.org/documents/business/resources/compplan/centerscorridors/centers-corridors-handout.pdf	Zoning		Spokane	C&C Zones overlay or replace existing zoning in city centers to specifically encourage pedestrian and, in some cases, TOD development. Standards are implemented through the project review process.
WI	City of Madison	South Capitol TOD, Madison Neighborhood Program https://www.cityofmadison.com/live-work/sustainability	Policy & Planning Funding & Financial Incentives		Madison	The city's 2011 Sustainability Plan outlined a number of initiatives to reduce energy consumption and carbon dioxide emissions, including support for more walkable communities and development along proposed BRT corridors. Among the focused TOD planning studies being led by the city to guide redevelopment is the South Capitol TOD District Planning Study. Neighborhood grants provide limited funding to support specific implementation, and the plan also guides larger city infrastructure funding.

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WI	City of Milwaukee	Development Incentive Overlay Zones http://city.milwaukee.gov/Zoning-Topics/Development-Incentive-Zones.htm#.Vnbis7nSlaQ	Program		Milwaukee	The Development Incentive Overlay Zone program provides opportunities to create new development projects that are more compatible with existing development on adjacent sites; create a pedestrian-friendly environment in both design and scale; encourage creativity, variety, and excellence in project design and layout; and utilize a development review and approval process that meets these purposes without causing undue delays.
WI	City of Milwaukee	BRT Study http://www.eastwestbrt.com/#home	Policy & Planning	Milwaukee		Milwaukee County and its partners have initiated a feasibility study to implement BRT in the seven-mile east-west corridor connecting downtown Milwaukee and the Milwaukee Regional Medical Center (and Milwaukee County Research Park).
WV	Ranson and Charles Town	Ranson Renewed http://www.cityofransonwv.net/164/Ranson-Renewed	Policy & Planning Funding & Financial Incentives	Jefferson	Ranson, Charlestown	Ranson Renewed is a comprehensive set of planning and funding activities to spur redevelopment of downtown and around a new commuter rail center. It includes funding for brownfields clean-up, a SmartCode, and Complete Streets implementation.

September 2017

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601 E Street, NW
Washington DC 20049

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