

# **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



Real Possibilities

**Public Policy  
Institute**



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
<b>AZ</b>	Tucson	Tucson TOD Handbook <a href="https://www.tucsonaz.gov/files/pdsd/transit_oriented_development_handbook.pdf">https://www.tucsonaz.gov/files/pdsd/transit_oriented_development_handbook.pdf</a>	Policy & Planning		Tucson, Sentinel, Presidio	The Tucson TOD Handbook is a policy document that guides planning and development around Tucson modern streetcar stops.
<b>CA</b>	City of Sacramento	Downtown Developer Toolkit, including Streamlining for Sustainable Development General Plan, Planning and Development Code <a href="http://cityof.sacramento.org/Community-Development/Downtown-Developer-Toolkit/Sustainable-Urban-Dev">http://cityof.sacramento.org/Community-Development/Downtown-Developer-Toolkit/Sustainable-Urban-Dev</a> <a href="http://www.shra.org/CommunityDevelopment/FederalEntitlementPrograms/TODLoanFund.aspx">http://www.shra.org/CommunityDevelopment/FederalEntitlementPrograms/TODLoanFund.aspx</a> <a href="http://www.shra.org/Portals/0/pdf/Redevelopment_CommunityRevitalization/CDBG/Take%2STOC%20Sacramento.pdf">http://www.shra.org/Portals/0/pdf/Redevelopment_CommunityRevitalization/CDBG/Take%2STOC%20Sacramento.pdf</a>	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.

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	TOD District Program <a href="http://planning.lacounty.gov/tod">http://planning.lacounty.gov/tod</a> <a href="http://planning.lacounty.gov/tod/program">http://planning.lacounty.gov/tod/program</a>	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 <a href="http://generalplan.sfplanning.org/index.htm">http://generalplan.sfplanning.org/index.htm</a>	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 <a href="https://www.sandiego.gov/planning/genplan#genplan">https://www.sandiego.gov/planning/genplan#genplan</a> <a href="https://www.sandiego.gov/sites/default/files/legacy/planning/documents/pdf/trans/todguide.pdf">https://www.sandiego.gov/sites/default/files/legacy/planning/documents/pdf/trans/todguide.pdf</a>	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.

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
<b>CO</b>	City of Denver	Denver TOD Strategic Plan <a href="https://www.denvergov.org/content/dam/denvergov/Portals/193/documents/DLP/TOD_Plan/TOD_Strategic_Plan_FINAL.pdf">https://www.denvergov.org/content/dam/denvergov/Portals/193/documents/DLP/TOD_Plan/TOD_Strategic_Plan_FINAL.pdf</a>	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.
<b>CT</b>	Bridgeport	Barnum Station TOD Master Plan and Adaptive Reuse Strategy <a href="http://www.bridgeportct.gov/content/89019/89751/94961/270044.aspx">http://www.bridgeportct.gov/content/89019/89751/94961/270044.aspx</a>	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.
<b>DE</b>	Elkton and WILMAPCO	Elkton TOD Plan <a href="http://www.elkton.org/planning/pages/elkton-transit-oriented-development-plan">http://www.elkton.org/planning/pages/elkton-transit-oriented-development-plan</a>	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.

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
FL	Volusia County	SunRail DeLand Area Activity Center <a href="http://www.deland.org/Pages/DeLand_FL_Clerk/2-04-2013/N1.pdf">http://www.deland.org/Pages/DeLand_FL_Clerk/2-04-2013/N1.pdf</a> <a href="http://www.volusia.org/core/fileparse.php/4151/urlt/SunRail-Ordinance-with-exhibits-2-7-13.pdf">http://www.volusia.org/core/fileparse.php/4151/urlt/SunRail-Ordinance-with-exhibits-2-7-13.pdf</a>	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 <a href="http://www.fortlauderdale.gov/departments/sustainable-development/urban-design-and-planning/planning-initiatives/transit-oriented-development">http://www.fortlauderdale.gov/departments/sustainable-development/urban-design-and-planning/planning-initiatives/transit-oriented-development</a> <a href="http://wavestreetcar.com/">http://wavestreetcar.com/</a>	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.

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
FL	Orlando	Orlando Transportation Impact Fee Ordinance (Chapter 56 of the City Code) — <a href="http://www.cityoforlando.net/transportation-planning/transportation-impact-fees/">http://www.cityoforlando.net/transportation-planning/transportation-impact-fees/</a>	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 — <a href="http://www.miami21.org/PDFs/Amended_Codes/May2016-Volume1.pdf">http://www.miami21.org/PDFs/Amended_Codes/May2016-Volume1.pdf</a>	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 — <a href="http://beltline.org/progress/planning/implementation-plan/">http://beltline.org/progress/planning/implementation-plan/</a> <a href="https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards">https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards</a> <a href="http://www.atlantaga.gov/index.aspx?page=383">http://www.atlantaga.gov/index.aspx?page=383</a>	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.

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
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 <a href="http://beltline.org/about/the-atlanta-beltline-project/funding/">http://beltline.org/about/the-atlanta-beltline-project/funding/</a>	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.



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
HI	City of Honolulu	Honolulu Transit-Oriented Development, Sec. 13-9.3 TOD Ordinance <a href="http://www.honolulu.gov/tod/about-tod/dpp-tod-legislation-planning.html">http://www.honolulu.gov/tod/about-tod/dpp-tod-legislation-planning.html</a> <a href="http://www4.honolulu.gov/docshare/dsweb/Get/Document-86893/4108c6sr.pdf">http://www4.honolulu.gov/docshare/dsweb/Get/Document-86893/4108c6sr.pdf</a> <a href="http://www.honolulu.gov/site/dpptom/dpptom_docs/TOD_Framework_-_FINAL_NEW_small.pdf">http://www.honolulu.gov/site/dpptom/dpptom_docs/TOD_Framework_-_FINAL_NEW_small.pdf</a>	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 <a href="http://pds.cityofboise.org/media/127913/1_StateStreetTODPolicies.pdf">http://pds.cityofboise.org/media/127913/1_StateStreetTODPolicies.pdf</a>	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.

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
IL	Chicago	Amendment of Municipal Code Chapters 2-45, 17-3, 17-4, 17-8, 17-10 and 17-13 Regarding TOD Projects  <a href="https://chicago.legistar.com/LegislationDetail.aspx?ID=2393423&amp;GUID=83B45B27-5104-4A12-A79305F398C91940&amp;Options=Advanced&amp;Search=">https://chicago.legistar.com/LegislationDetail.aspx?ID=2393423&amp;GUID=83B45B27-5104-4A12-A79305F398C91940&amp;Options=Advanced&amp;Search=</a>	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  <a href="http://www.t4america.org/wp-content/uploads/2014/12/Illinois-Rail-Report-T4America-Web.pdf">http://www.t4america.org/wp-content/uploads/2014/12/Illinois-Rail-Report-T4America-Web.pdf</a>  <a href="https://www.cityofaltonil.com/media/pdf/AltonCAI.pdf">https://www.cityofaltonil.com/media/pdf/AltonCAI.pdf</a>  <a href="http://www.stlouisearthday.org/wp-content/sled-uploads/Stephen-Ibendahl-Matt-Asselmeier-Presentation.pptx.pdf">http://www.stlouisearthday.org/wp-content/sled-uploads/Stephen-Ibendahl-Matt-Asselmeier-Presentation.pptx.pdf</a>	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).

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
IN	Indianapolis	SustainINDY Program <a href="http://www.indy.gov/eGov/City/DPW/SustainIndy/Pages/SustainIndyHome.aspx">http://www.indy.gov/eGov/City/DPW/SustainIndy/Pages/SustainIndyHome.aspx</a>	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 <a href="http://www.nictdwestlake.com/index.html">http://www.nictdwestlake.com/index.html</a> <a href="https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards">https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards</a>	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 <a href="http://czo.nola.gov/article-17/#">http://czo.nola.gov/article-17/#</a> <a href="https://www.nola.gov/getattachment/63e952c7-1734-47f6-8749-e64236296c70/Article-5-Planned-Development-Standards/">https://www.nola.gov/getattachment/63e952c7-1734-47f6-8749-e64236296c70/Article-5-Planned-Development-Standards/</a>	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.

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
MA	City of Boston	<p>Fostering TOD in Boston</p> <p><a href="http://www.bostonredevelopmentauthority.org/planning/initiatives/fostering-transit">http://www.bostonredevelopmentauthority.org/planning/initiatives/fostering-transit</a></p> <p><a href="http://www.bostonredevelopmentauthority.org/news-calendar/news-updates/2015/02/27/bra-board-approves-over-\$490-million-in-new-develo">http://www.bostonredevelopmentauthority.org/news-calendar/news-updates/2015/02/27/bra-board-approves-over-\$490-million-in-new-develo</a></p>	<p>Policy &amp; Planning</p> <p>Funding &amp; 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><a href="http://archive.baltimorecity.gov/Government/AgenciesDepartments/Planning/TransitOrientedDevelopment.aspx">http://archive.baltimorecity.gov/Government/AgenciesDepartments/Planning/TransitOrientedDevelopment.aspx</a></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.

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
<b>MD</b>	Prince George's County	TOD Strategic Framework <a href="http://www.princegeorgescountymd.gov/sites/ExecutiveBranch/News/Pages/PG-Transit-Application.aspx">http://www.princegeorgescountymd.gov/sites/ExecutiveBranch/News/Pages/PG-Transit-Application.aspx</a> <a href="http://www.pgplanning.org/Search_Results.htm?ie=UTF-8&amp;q=transit+oriented+development&amp;sa=Go">http://www.pgplanning.org/Search_Results.htm?ie=UTF-8&amp;q=transit+oriented+development&amp;sa=Go</a>	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.
<b>MI</b>	City of Grand Rapids	Sustainability Master Plan <a href="https://nextcity.org/daily/entry/grand-rapids-good-transit-lessons">https://nextcity.org/daily/entry/grand-rapids-good-transit-lessons</a> <a href="http://grcity.us/design-and-development-services/Planning-Department/Documents/14042_CLEI%20Presentation_revised.pdf">http://grcity.us/design-and-development-services/Planning-Department/Documents/14042_CLEI%20Presentation_revised.pdf</a>	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.

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
MI	Detroit	Detroit Future City 2012 Strategic Framework Plan <a href="https://detroitfuturecity.com/wp-content/uploads/2014/12/DFC_LandUse_2nd.pdf">https://detroitfuturecity.com/wp-content/uploads/2014/12/DFC_LandUse_2nd.pdf</a>	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 <a href="http://www.lansingmi.gov/275/Design-Lansing">http://www.lansingmi.gov/275/Design-Lansing</a>	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) <a href="http://www.minneapolismn.gov/cped/transit/index.htm">http://www.minneapolismn.gov/cped/transit/index.htm</a>	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 <a href="https://www.stpaul.gov/departments/planning-economic-development/transit-oriented-development">https://www.stpaul.gov/departments/planning-economic-development/transit-oriented-development</a> <a href="https://www.stpaul.gov/departments/planning-economic-development/8-80-vitality-initiative">https://www.stpaul.gov/departments/planning-economic-development/8-80-vitality-initiative</a>	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.

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
MO	Kansas City, MO	TOD Policy <a href="http://kcmo.gov/planning/todpolicy/">http://kcmo.gov/planning/todpolicy/</a>	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 <a href="http://charmec.org/city/charlotte/planning/Re zoning/StakeholderGroups/TextAmendment/StakeholderGroup/Pages/Transit-Oriented-Development.aspx">http://charmec.org/city/charlotte/planning/AreaPlanning/TransitStationAreaPlans/SouthCorridor/pages/home.aspx</a> <a href="https://www.fhwa.dot.gov/livability/case_studies/guidebook/appendix/app04.cfm">https://www.fhwa.dot.gov/livability/case_studies/guidebook/appendix/app04.cfm</a>	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.

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
NC	City of Durham	Residential Compact Zoning District <a href="http://durhamnc.gov/346/Comprehensive-Plan">http://durhamnc.gov/346/Comprehensive-Plan</a> <a href="http://durhamnc.gov/364/Compact-Neighborhood-Planning">http://durhamnc.gov/364/Compact-Neighborhood-Planning</a>	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 <a href="http://www.raleighnc.gov/content/extra/Books/PlanDev/UnifiedDevelopmentOrdinance/">http://www.raleighnc.gov/content/extra/Books/PlanDev/UnifiedDevelopmentOrdinance/</a>	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.



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
NIM	Albuquerque	Albuquerque/Bernalillo Comprehensive Plan (amended 2013) Central Avenue Corridor BRT, TOD Planning  <a href="http://documents.cabq.gov/planning/adopted-longrange-plans/CompPlans/Complete-010914.pdf">http://documents.cabq.gov/planning/adopted-longrange-plans/CompPlans/Complete-010914.pdf</a>  <a href="https://www.cabq.gov/transit/bus-rapid-transit">https://www.cabq.gov/transit/bus-rapid-transit</a>  <a href="https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards">https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards</a>	Policy & Planning	Bernalillo	Albuquerque	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.

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
NV	City of Reno	Corridor TOD Program; Sparks TOD Plan <a href="http://www.reno.gov/government/departments/community-development/current-planning-engineering-cases-and-projects/transit-oriented-development">http://www.reno.gov/government/departments/community-development/current-planning-engineering-cases-and-projects/transit-oriented-development</a>	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 <a href="https://www.lasvegasnevada.gov/cs/groups/public/documents/document/dhn0/mday/~edisp/tst002661.pdf">https://www.lasvegasnevada.gov/cs/groups/public/documents/document/dhn0/mday/~edisp/tst002661.pdf</a>	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.

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
NY	New York City	Housing NYC: A Five Borough, 10-Year Plan Zoning for Quality and Affordability Text Amendments (2/2016) <a href="http://www.nyc.gov/html/dcp/html/zoning-qa/zoning-for-affordability-1.shtml">http://www.nyc.gov/html/dcp/html/zoning-qa/zoning-for-affordability-1.shtml</a> <a href="http://www.nyc.gov/html/housing/assets/downloads/pdf/housing_plan.pdf">http://www.nyc.gov/html/housing/assets/downloads/pdf/housing_plan.pdf</a>	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 <a href="http://www.albany2030.org/files/sites/default/files/Albany%202030%20Comprehensive%20Plan.pdf">http://www.albany2030.org/files/sites/default/files/Albany%202030%20Comprehensive%20Plan.pdf</a>	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 <a href="http://city-egov.cincinnati-oh.gov/Webtop/ws/council/public/child/Blob/31300.pdf;jsessionid=634A9A70FE8C5D17B602EA00A454DAF0?m=30187">http://city-egov.cincinnati-oh.gov/Webtop/ws/council/public/child/Blob/31300.pdf;jsessionid=634A9A70FE8C5D17B602EA00A454DAF0?m=30187</a>	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.

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
OK	Oklahoma City	MAPS 3 <a href="http://www.okc.gov/maps3/">http://www.okc.gov/maps3/</a> <a href="http://www.nrpa.org/Success-Stories/Articles/2015/July/Small-Steps-to-a-Walkable-Oklahoma-City/">http://www.nrpa.org/Success-Stories/Articles/2015/July/Small-Steps-to-a-Walkable-Oklahoma-City/</a>	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 <a href="http://planning.city.cleveland.oh.us/tlci/tlciCurrent.php">http://planning.city.cleveland.oh.us/tlci/tlciCurrent.php</a>	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 <a href="https://www.portlandoregon.gov/bps/70936">https://www.portlandoregon.gov/bps/70936</a> <a href="https://www.portlandoregon.gov/bps/article/53353">https://www.portlandoregon.gov/bps/article/53353</a>	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.

State	Sponsoring Agency	Program Name and Website(s)	Type (Policy & Planning, Zoning, Financial Incentives, Program)	Counties Covered by Policy or Program	Cities Covered by Policy or Program	Program Description
PA	Philadelphia	TOD Zoning District Overlay <a href="http://phillycode.org/14-513/">http://phillycode.org/14-513/</a>	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 <a href="http://portauthority.org/PAAC/Portals/0/BRT/DUO_ScopingBooklet.pdf">http://portauthority.org/PAAC/Portals/0/BRT/DUO_ScopingBooklet.pdf</a> <a href="https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards">https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards</a> <a href="http://gettherepgh.org/">http://gettherepgh.org/</a>	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.

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
RI	City of Warwick	Warwick Station Development District Master Plan: A TOD <a href="http://www.citycentrewarwick.com/sites/default/files/Master%20Plan.pdf">http://www.citycentrewarwick.com/sites/default/files/Master%20Plan.pdf</a>	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 <a href="http://www.nashville.gov/Portals/0/SiteContent/Planning/docs/subarea14/DonelsonUDO011811.pdf">http://www.nashville.gov/Portals/0/SiteContent/Planning/docs/subarea14/DonelsonUDO011811.pdf</a>	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 <a href="http://www.austintexas.gov/department/transit-oriented-development">http://www.austintexas.gov/department/transit-oriented-development</a>	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 <a href="http://www.carrollton.txdevelopment.com/index.aspx?page=1322">http://www.carrollton.txdevelopment.com/index.aspx?page=1322</a>	Funding & Financial Incentives		Carrollton	This incentive funds public infrastructure improvements, specifically for TOD, at the city's three LRT stations.

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	City of Dallas	TOD Tax Increment Financing District <a href="http://www.dallas-ecodev.org/incentives/tifs-pids/tod-tif/">http://www.dallas-ecodev.org/incentives/tifs-pids/tod-tif/</a>	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 <a href="http://www.ftod.com/Appendix%20B.pdf">http://www.ftod.com/Appendix%20B.pdf</a>	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 <a href="https://www.municode.com/library/tx/el_paso/codes/code_of_ordinances?nodeId=TIT21SMCO">https://www.municode.com/library/tx/el_paso/codes/code_of_ordinances?nodeId=TIT21SMCO</a> <a href="http://www.planelpaso.org/wp-content/reports/SmartCode_presentation-to-Council_20July.pdf">http://www.planelpaso.org/wp-content/reports/SmartCode_presentation-to-Council_20July.pdf</a> <a href="http://www.planetizen.com/node/72630">http://www.planetizen.com/node/72630</a>	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.

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	Houston	Project Based 380 Program/ Tax Increment Reinvestment Zones  <a href="http://www.houstartx.gov/council/k/summit2014/cohecodev.pdf">http://www.houstartx.gov/council/k/summit2014/cohecodev.pdf</a>	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  <a href="https://www.municode.com/library/tx/san_antonio/codes/unified_development_code?nodeId=ARTIIIIZO_DIV5SPDI_S35-342TOTRIEDEDI">https://www.municode.com/library/tx/san_antonio/codes/unified_development_code?nodeId=ARTIIIIZO_DIV5SPDI_S35-342TOTRIEDEDI</a>	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  <a href="http://www.provo.org/home/showdocument?id=3919">http://www.provo.org/home/showdocument?id=3919</a>	Policy & Planning		Provo	The Provo Downtown Master Plan outlines TOD districts within Provo.
UT	Salt Lake City	Sustainable Code Revision Project  <a href="http://www.slcgov.com/sicgreen/coderevisionproject">http://www.slcgov.com/sicgreen/coderevisionproject</a>	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 <a href="http://www.fairfaxcounty.gov/dpz/projects/reston/presentations/40_years_of_transit_oriented_development.pdf">http://www.fairfaxcounty.gov/dpz/projects/reston/presentations/40_years_of_transit_oriented_development.pdf</a>	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 <a href="http://www.fairfaxcounty.gov/planning/tod_docs/2003_p-09.pdf">http://www.fairfaxcounty.gov/planning/tod_docs/2003_p-09.pdf</a> <a href="http://www.fairfaxcounty.gov/news/2014/fairfax-approves-transit-oriented-development-reston.htm">http://www.fairfaxcounty.gov/news/2014/fairfax-approves-transit-oriented-development-reston.htm</a> <a href="http://www.fairfaxcounty.gov/news/2016/blvd-reston-station-demonstrates-economic-success.htm">http://www.fairfaxcounty.gov/news/2016/blvd-reston-station-demonstrates-economic-success.htm</a>	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.

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	Seattle	Station Area Overlay <a href="http://www.seattle.gov/transportation/ppmp_sap_home2001.htm">http://www.seattle.gov/transportation/ppmp_sap_home2001.htm</a>	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 <a href="http://www.seattle.gov/transportation/ppmp_sap_home2001.htm">http://www.seattle.gov/transportation/ppmp_sap_home2001.htm</a> <a href="http://www.seattle.gov/dpd/cityplanning/completeprojectslist/comprehensiveplan/documents/default.htm">http://www.seattle.gov/dpd/cityplanning/completeprojectslist/comprehensiveplan/documents/default.htm</a> <a href="http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/s047781.pdf">http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/s047781.pdf</a>	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 <a href="http://www.soundtransit.org/tacomalinkexpansion">http://www.soundtransit.org/tacomalinkexpansion</a> <a href="https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards">https://www.transit.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards</a>	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 <a href="https://static.spokanecity.org/documents/business/resources/compplan/centerscorridors/centers-corridors-handout.pdf">https://static.spokanecity.org/documents/business/resources/compplan/centerscorridors/centers-corridors-handout.pdf</a>	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 <a href="https://www.cityofmadison.com/live-work/sustainability">https://www.cityofmadison.com/live-work/sustainability</a>	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.

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
WI	City of Milwaukee	Development Incentive Overlay Zones <a href="http://city.milwaukee.gov/Zoning-Topics/Development-Incentive-Zones.htm#.Vnbis7nSlaQ">http://city.milwaukee.gov/Zoning-Topics/Development-Incentive-Zones.htm#.Vnbis7nSlaQ</a>	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 <a href="http://www.eastwestbrt.com/#home">http://www.eastwestbrt.com/#home</a>	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 <a href="http://www.cityofransonwv.net/164/Ranson-Renewed">http://www.cityofransonwv.net/164/Ranson-Renewed</a>	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.