

# **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**

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Real Possibilities

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**TABLE 2. REGIONAL TOD SUPPORT<sup>1</sup>**

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>	Valley Metro	Valley Metro TOD Strategy <a href="http://www.valleymetro.org/projects_and_planning/transit_oriented_development_policy/">http://www.valleymetro.org/projects_and_planning/transit_oriented_development_policy/</a>	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.
<b>CA</b>	Fresno Council of Governments	Fresno County Measure C TOD Program Policies and Guidelines <a href="http://www.fresnocog.org/sites/default/files/publications/Measure_C_TOD_TOD_Guidelines-revised-final-2-13-14.pdf">http://www.fresnocog.org/sites/default/files/publications/Measure_C_TOD_TOD_Guidelines-revised-final-2-13-14.pdf</a>	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).
<b>CA</b>	Los Angeles County Metropolitan Transportation Authority (Metro)	TOD Planning Grant Program <a href="https://www.metro.net/projects/tod/">https://www.metro.net/projects/tod/</a>	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.

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

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CA	Los Angeles County Metropolitan Transportation Authority (Metro)	Joint Development (JD) Program <a href="https://www.metro.net/projects/joint_dev_pgm/">https://www.metro.net/projects/joint_dev_pgm/</a>	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) <a href="http://mtc.ca.gov/our-work/plans-projects/focused-growth-livable-communities/transit-oriented-development">http://mtc.ca.gov/our-work/plans-projects/focused-growth-livable-communities/transit-oriented-development</a>	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.

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CA	San Francisco Bay Area Rapid Transit District (BART)	Transbay Core Capacity Project <a href="https://www.bart.gov/sites/default/files/docs/TOD_Guidelines.pdf">https://www.bart.gov/sites/default/files/docs/TOD_Guidelines.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://mtc.ca.gov/our-work/plans-projects/other-plans/core-capacity-transit-study">http://mtc.ca.gov/our-work/plans-projects/other-plans/core-capacity-transit-study</a>	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.

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CA	Association of Governments of San Mateo County (C/CAG)	C/CAG TOD Housing Incentive Program <a href="http://ccag.ca.gov/">http://ccag.ca.gov/</a> <a href="http://www.ftod.com/research/marketability/Ccag_tod.pdf">http://www.ftod.com/research/marketability/Ccag_tod.pdf</a>	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) <a href="http://web1.ci.santa-rosa.ca.us/cd/reports%26ordinances/eirs/SMART/Appendices/Appendix%20B%20-%20TOD%20Policy.pdf">http://web1.ci.santa-rosa.ca.us/cd/reports%26ordinances/eirs/SMART/Appendices/Appendix%20B%20-%20TOD%20Policy.pdf</a> <a href="http://main.sonomamarintrain.org/">http://main.sonomamarintrain.org/</a>	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 <a href="http://www.sacrt.com/realestate/TODpage.stm">http://www.sacrt.com/realestate/TODpage.stm</a>	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 <a href="http://www.sacog.org/sacramento-region-blueprint">http://www.sacog.org/sacramento-region-blueprint</a> <a href="http://www.riverfrontstreetcar.com/">http://www.riverfrontstreetcar.com/</a> <a href="https://www.transit.dot.gov/funding/grants/recipient-pilot-program-transit-oriented-development-tod-planning-awards">https://www.transit.dot.gov/funding/grants/recipient-pilot-program-transit-oriented-development-tod-planning-awards</a>	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 <a href="http://www.sandag.org/uploads/projectid/projectid_500_19413.pdf">http://www.sandag.org/uploads/projectid/projectid_500_19413.pdf</a> <a href="http://www.sdfoward.com/pdfs/RP_final/AppendixU4-SANDAGRegionalTransitOrientedDevelopmentStrategy.pdf">http://www.sdfoward.com/pdfs/RP_final/AppendixU4-SANDAGRegionalTransitOrientedDevelopmentStrategy.pdf</a>	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, Solana Santee, 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 <a href="http://www.vta.org/projects-and-programs/projects-studies-and-programs-transitoriented-development-tod-program">http://www.vta.org/projects-and-programs/projects-studies-and-programs-transitoriented-development-tod-program</a>	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 <a href="https://drcog.org/planning-great-region/implementing-metro-vision/transit-oriented-development">https://drcog.org/planning-great-region/implementing-metro-vision/transit-oriented-development</a>	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 <a href="http://www.enterprisecommunity.com/denver-tod-fund">http://www.enterprisecommunity.com/denver-tod-fund</a>	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) <a href="http://milehighconnects.org/">http://milehighconnects.org/</a>	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 <a href="http://www.crcog.org/transportation/current_stud/TOD.html">http://www.crcog.org/transportation/current_stud/TOD.html</a>	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  <a href="http://old.mwcog.org/transit/tlc/default.asp">http://old.mwcog.org/transit/tlc/default.asp</a>	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  <a href="http://www.wmata.com/business/joint_development_opportunities/About.cfm">http://www.wmata.com/business/joint_development_opportunities/About.cfm</a>	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  <a href="http://www.downtowndoverpartnership.com/FinalPlanBookwithDDPAppendixV2.pdf">http://www.downtowndoverpartnership.com/FinalPlanBookwithDDPAppendixV2.pdf</a>	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  <a href="http://www.jtafla.com/blueprint-2020/transit-oriented-development/">http://www.jtafla.com/blueprint-2020/transit-oriented-development/</a>	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  <a href="http://www.seminolecountyfl.gov/departments-services/development-services/planning-development/forms-applications-resources/sunrail-area-planning-studies.shtml">http://www.seminolecountyfl.gov/departments-services/development-services/planning-development/forms-applications-resources/sunrail-area-planning-studies.shtml</a>	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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<b>FL</b>	South Florida Regional Transportation Authority (SFRTA)	Regional TOD Program <a href="http://www.sfrta.fl.gov/docs/DedicatedFunding/06_FactSheet_TOD.pdf">http://www.sfrta.fl.gov/docs/DedicatedFunding/06_FactSheet_TOD.pdf</a> <a href="http://www.sfrta.fl.gov/transit-oriented-development.aspx">http://www.sfrta.fl.gov/transit-oriented-development.aspx</a>	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.
<b>GA</b>	Atlanta Regional Commission (ARC)	Livable Centers Initiative (LCI) Transportation Program <a href="http://www.atlantaregional.com/land-use/livable-centers-initiative/lci-transportation-program">http://www.atlantaregional.com/land-use/livable-centers-initiative/lci-transportation-program</a>	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><a href="http://atitransformationalliance.org/">http://atitransformationalliance.org/</a></p>		<p>Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale Counties</p>	City of Atlanta	<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><a href="http://beltline.org/programs/affordable-housing/">http://beltline.org/programs/affordable-housing/</a></p>	Funding & Financial Incentives		City of Atlanta	<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 <a href="https://www.rtachicago.com/plans-programs/grants-projects/community-planning/2015-community-planning-program-of-projects">https://www.rtachicago.com/plans-programs/grants-projects/community-planning/2015-community-planning-program-of-projects</a>	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 <a href="http://www.transitchicago.com/rpmproject">http://www.transitchicago.com/rpmproject</a> <a href="https://www.funding.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards">https://www.funding.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards</a>	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><a href="http://indyconnect.s3.amazonaws.com/wp-content/uploads/2016/01/29211939/TOD-Strategic-Plan-Regional.pdf">http://indyconnect.s3.amazonaws.com/wp-content/uploads/2016/01/29211939/TOD-Strategic-Plan-Regional.pdf</a></p> <p><a href="http://plan2020.com/wp-content/uploads/2015/06/TOD-Strategic-Plan-April-2015_01-Plan.pdf">http://plan2020.com/wp-content/uploads/2015/06/TOD-Strategic-Plan-April-2015_01-Plan.pdf</a></p> <p><a href="http://www.indyconnect.org/pages/TOD/">http://www.indyconnect.org/pages/TOD/</a></p> <p><a href="http://indyconnect.s3.amazonaws.com/wp-content/uploads/2016/06/22134444/Central-Indiana-Transit-Plan_2016-06-16.pdf">http://indyconnect.s3.amazonaws.com/wp-content/uploads/2016/06/22134444/Central-Indiana-Transit-Plan_2016-06-16.pdf</a></p>	<p>Policy &amp; Planning</p> <p>Funding &amp; 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><a href="http://marc.org/Regional-Planning/Creating-Sustainable-Places/Planning-sustainable-Places/Background">http://marc.org/Regional-Planning/Creating-Sustainable-Places/Planning-sustainable-Places/Background</a></p> <p><a href="http://marc.org/News-Releases/March-2013/Group-seeks-to-create-a-Community-for-All-Ages">http://marc.org/News-Releases/March-2013/Group-seeks-to-create-a-Community-for-All-Ages</a></p>	<p>Funding &amp; 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: <a href="http://marc.org/About-MARC/General-Information/Member-Cities-and-Counties">http://marc.org/About-MARC/General-Information/Member-Cities-and-Counties</a></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 &amp; 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 <a href="http://www.norpc.org/assets/pdf-documents/Lite_Rail_Policy_Bechtel.pdf">http://www.norpc.org/assets/pdf-documents/Lite_Rail_Policy_Bechtel.pdf</a>	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 <a href="http://www.mbta.com/about_the_mbta/t_projects/projects_tod/">http://www.mbta.com/about_the_mbta/t_projects/projects_tod/</a>	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 <a href="http://www.baltometro.org/our-work/the-opportunity-collaborative">http://www.baltometro.org/our-work/the-opportunity-collaborative</a> <a href="http://www.opportunitycollaborative.org/">http://www.opportunitycollaborative.org/</a>	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 <a href="http://www.cata.org/Portals/0/docs/Publications/CATA-TOD-Handbook-2nd-Edition.pdf">http://www.cata.org/Portals/0/docs/Publications/CATA-TOD-Handbook-2nd-Edition.pdf</a> <a href="https://www.cata.org/Portals/0/docs/meeting%20docs/Approved%20Minutes/Board-Minutes-091615.pdf">https://www.cata.org/Portals/0/docs/meeting%20docs/Approved%20Minutes/Board-Minutes-091615.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>	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 <a href="http://www.rta.michigan.org/projects/woodward-avenue/">http://www.rta.michigan.org/projects/woodward-avenue/</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		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><a href="http://metrocountil.org/Communities/Services/Transit-Oriented-Development-(TOD)/Transit-Oriented-Development-Policy-(pdf).aspx">http://metrocountil.org/Communities/Services/Transit-Oriented-Development-(TOD)/Transit-Oriented-Development-Policy-(pdf).aspx</a></p> <p><a href="http://metrocountil.org/Communities/Services/Livable-Communities-Grants.aspx">http://metrocountil.org/Communities/Services/Livable-Communities-Grants.aspx</a></p> <p><a href="http://thegatewaycorridor.com/">http://thegatewaycorridor.com/</a></p> <p><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></p> <p><a href="https://www.metrotransit.org/Data/Sites/1/media/tod/2016-tod-funding-guide.pdf">https://www.metrotransit.org/Data/Sites/1/media/tod/2016-tod-funding-guide.pdf</a></p> <p><a href="http://www.metrotransit.org/transit-oriented-development">http://www.metrotransit.org/transit-oriented-development</a></p>	<p>Policy &amp; Planning</p> <p>Funding &amp; 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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<b>MO/IL</b>	East-West Gateway Council of Governments  Governments Citizens for Modern Transit	TOD Framework Plan TOD overlay zoning district template  <a href="http://cmt-stl.org/transit-oriented-developmentclearinghouse/st-louis-tod-overlay-codes-plans/">http://cmt-stl.org/transit-oriented-developmentclearinghouse/st-louis-tod-overlay-codes-plans/</a>	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
<b>NC</b>	The Charlotte Area Transit System (CATS)	Charlotte Region Transit Station Area Joint Development Principles and Policy Guidelines  <a href="http://charmek.org/city/charlotte/cats/planning/Documents/JDPandPFinal.pdf">http://charmek.org/city/charlotte/cats/planning/Documents/JDPandPFinal.pdf</a>	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.
<b>NC</b>	GoTriangle (aka Triangle Transit Authority)	Joint Development Durham-Orange Light Rail TOD Implementation  <a href="http://ourtransitfuture.com/">http://ourtransitfuture.com/</a>  <a href="https://www.transit.dot.gov/funding/recipients-pilot-program-transit-oriented-development-tod-planning-awards">https://www.transit.dot.gov/funding/recipients-pilot-program-transit-oriented-development-tod-planning-awards</a>	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 <a href="http://www.tmrpa.org/files/reports/TOD%20in%20the%20Truckee%20Meadows%20July%202009.pdf">http://www.tmrpa.org/files/reports/TOD%20in%20the%20Truckee%20Meadows%20July%202009.pdf</a>	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 <a href="http://web.mta.info/sustainability/pdf/MTA%20Smart%20Growth-TOD%2010%2029%2008.pdf">http://web.mta.info/sustainability/pdf/MTA%20Smart%20Growth-TOD%2010%2029%2008.pdf</a>	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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<b>NY</b>	The Capital District Transportation Committee (CDTC), the designated MPO for the Albany-Schenectady-Troy Metropolitan Area	The Linkage Program <a href="http://www.fhwa.dot.gov/planning/processes/land_use/case_studies/albany_ny/">http://www.fhwa.dot.gov/planning/processes/land_use/case_studies/albany_ny/</a> <a href="http://cdtcmpo.org/linkage.htm">http://cdtcmpo.org/linkage.htm</a>	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.
<b>NY</b>	Niagara Frontier Transportation Authority (NFTA)	Amherst-Buffalo Corridor Transit Options <a href="http://toamherst.nfta.com/p/faqs.html">http://toamherst.nfta.com/p/faqs.html</a> <a href="https://www.transit.dot.gov/funding/grants/recipient-pilot-program-transit-oriented-development-tod-planning-awards">https://www.transit.dot.gov/funding/grants/recipient-pilot-program-transit-oriented-development-tod-planning-awards</a>	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.
<b>OH</b>	Greater Cleveland Regional Transit Authority (RTA)	TOD Guidelines/Joint Development <a href="http://www.riderta.com/tod/guidelines">http://www.riderta.com/tod/guidelines</a>	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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<b>OH</b>	Northeast Ohio Area-wide Coordinating Agency (NOACA) (the MPO for Northeast Ohio)	Transportation for Livable Communities Initiative <a href="http://www.noaca.org/index.aspx?page=132">http://www.noaca.org/index.aspx?page=132</a>	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.
<b>OH/ KY/ IN</b>	Ohio-Kentucky-Indiana (OKI) Regional Council of Governments	Strategic Regional Policy Plan: How Do We Grow from Here? <a href="http://www.oki.org/plans-and-programs/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/</a>	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.
<b>OR</b>	Metro (the MPO)	TOD Program <a href="http://www.oregonmetro.gov/tools-partners/grants-and-resources/transit-oriented-development-program">http://www.oregonmetro.gov/tools-partners/grants-and-resources/transit-oriented-development-program</a> <a href="https://trimet.org/pdfs/publications/Livable-Portland.pdf">https://trimet.org/pdfs/publications/Livable-Portland.pdf</a>	Policy & Planning Funding & Financial Incentives Program	Multnomah, Washington, Clackamas	Portland, OR, and all other communities within the MPO planning area	

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PA/ NJ	Delaware Valley Regional Planning Commission (DVRPC)	Transportation & Community Development Initiative (TCDI) <a href="http://www.dvrpc.org/TOD/">http://www.dvrpc.org/TOD/</a> <a href="http://www.dvrpc.org/TCDI/">http://www.dvrpc.org/TCDI/</a>	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 <a href="http://www.spcregion.org/about_comm_every.shtml">http://www.spcregion.org/about_comm_every.shtml</a> <a href="http://www.spcregion.org/fit/pdf/fit.pdf">http://www.spcregion.org/fit/pdf/fit.pdf</a>	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 <a href="http://gettherepgh.org/">http://gettherepgh.org/</a>	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 <a href="http://www.capmetro.org/tod/">http://www.capmetro.org/tod/</a>	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.

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TX	Metropolitan Transit Authority of Harris County, Texas (Metro)	Metro TOD Goals & Strategies (2012) Metro TOD Study <a href="http://www.houstontx.gov/council/k/submit2014/cohecodev.pdf">http://www.houstontx.gov/council/k/submit2014/cohecodev.pdf</a>	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 <a href="http://www.nctcog.org/trans/sustdev/">http://www.nctcog.org/trans/sustdev/</a>	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.



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>TX</b>	VIA Metropolitan Transit Authority	Joint Development <a href="http://www.viainfo.net/Opportunities/TOD.aspx">http://www.viainfo.net/Opportunities/TOD.aspx</a>	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.
<b>UT</b>	Utah Transit Authority (UTA) and Wasatch Front Regional Council (WFRC)	UTA TOD Design Guidelines; WFRC Transportation and Land Use Connections Program <a href="http://www.rideuta.com/uploads/TODDesignGuidelinesFinalDraft2014125HIRES.pdf">http://www.rideuta.com/uploads/TODDesignGuidelinesFinalDraft2014125HIRES.pdf</a> <a href="http://usa.streetsblog.org/2011/10/24/how-salt-lake-city-became-a-leader-in-transit-oriented-development/">http://usa.streetsblog.org/2011/10/24/how-salt-lake-city-became-a-leader-in-transit-oriented-development/</a> <a href="http://www.wfrc.org/new_wfrc/index.php/wfrc-programs/transportation-and-land-use-connection">http://www.wfrc.org/new_wfrc/index.php/wfrc-programs/transportation-and-land-use-connection</a>	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><a href="http://www.rideuta.com/UTAPProjects/Provo-Orem-Transportation-Improvement-Project/Project-Overview">http://www.rideuta.com/UTAPProjects/Provo-Orem-Transportation-Improvement-Project/Project-Overview</a></p> <p><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></p>	Policy & Planning	Utah County	Provo, Orem	<p>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.</p>
VA	Richmond Regional Transportation Planning Organization	<p>Greater RVA Transit Vision Plan</p> <p><a href="http://rvatransitvision.com/wp-content/uploads/2016/11/GRVATVP-Public-Draft_112116.pdf">http://rvatransitvision.com/wp-content/uploads/2016/11/GRVATVP-Public-Draft_112116.pdf</a></p>	Policy & Planning	Chesterfield, Goochland, Hanover, Henrico, New Kent, Powhata	Richmond, Ashland	<p>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.</p>

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 Puget Sound Regional Council (PSRC)	Sound Transit TOD Policy Resolution No. R2012-24; PSRC Growing Transit Communities  <a href="http://www.soundtransit.org/sites/default/files/Reso2012-24-Attachment_a.pdf">http://www.soundtransit.org/sites/default/files/Reso2012-24-Attachment_a.pdf</a>  <a href="http://www.psrc.org/growth/growing-transit-communities">http://www.psrc.org/growth/growing-transit-communities</a>  <a href="http://rvcdf.org/">http://rvcdf.org/</a>	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  <a href="http://vision2050sewis.org/Vision2050">http://vision2050sewis.org/Vision2050</a>  <a href="http://www.eastwestbrt.com/">http://www.eastwestbrt.com/</a>  <a href="http://www.sewrpc.org/SEWRPC/communityassistance.htm">http://www.sewrpc.org/SEWRPC/communityassistance.htm</a>	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 <a href="https://www.phoenix.gov/pddsite/Documents/pdd_pz_pdf_00380.pdf">https://www.phoenix.gov/pddsite/Documents/pdd_pz_pdf_00380.pdf</a>	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 Strategic Policy Framework <a href="https://www.phoenix.gov/pddsite/Documents/pdd_pz_pdf_00380.pdf#search=Transit%20Oriented%20Development%20Strategic%20Policy%20Framework">https://www.phoenix.gov/pddsite/Documents/pdd_pz_pdf_00380.pdf#search=Transit%20Oriented%20Development%20Strategic%20Policy%20Framework</a> <a href="http://www.valleymetro.org/images/uploads/lighttrail_publications/TOD_Brochure.pdf">http://www.valleymetro.org/images/uploads/lighttrail_publications/TOD_Brochure.pdf</a>	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.

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.

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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.

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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 <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.

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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.

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MD	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.
MI	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.

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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.



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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/</a> <a href="http://charmec.org/city/charlotte/AreaPlanning/TransitStationAreaPlans/SouthCorridor/pages/home.aspx">http://charmec.org/city/charlotte/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.

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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.

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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.

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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.

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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) <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.

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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.

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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.

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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.carrolltontxdevelopment.com/index.aspx?page=1322">http://www.carrolltontxdevelopment.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.



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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.

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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/completenesslist/comprehensiveplan/documents/default.htm">http://www.seattle.gov/dpd/cityplanning/completenesslist/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.

TABLE 2. REGIONAL TOD SUPPORT<sup>1</sup>

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 <a href="http://www.valleymetro.org/projects_and_planning/transit_oriented_development_policy/">http://www.valleymetro.org/projects_and_planning/transit_oriented_development_policy/</a>	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 <a href="http://www.fresnocog.org/sites/default/files/publications/Measure_C_TOD_TOD_Guidelines-revised-final-2-13-14.pdf">http://www.fresnocog.org/sites/default/files/publications/Measure_C_TOD_TOD_Guidelines-revised-final-2-13-14.pdf</a>	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 <a href="https://www.metro.net/projects/tod/">https://www.metro.net/projects/tod/</a>	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.

<sup>1</sup> 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 <a href="https://www.metro.net/projects/joint_dev_pgm/">https://www.metro.net/projects/joint_dev_pgm/</a>	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) <a href="http://mtc.ca.gov/our-work/plans-projects/focused-growth-livable-communities/transit-oriented-development">http://mtc.ca.gov/our-work/plans-projects/focused-growth-livable-communities/transit-oriented-development</a>	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 <a href="https://www.bart.gov/sites/default/files/docs/TOD_Guidelines.pdf">https://www.bart.gov/sites/default/files/docs/TOD_Guidelines.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://mtc.ca.gov/our-work/plans-projects/other-plans/core-capacity-transit-study">http://mtc.ca.gov/our-work/plans-projects/other-plans/core-capacity-transit-study</a>	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 <a href="http://ccag.ca.gov/">http://ccag.ca.gov/</a> <a href="http://www.ftod.com/research/marketability/Ccag_tod.pdf">http://www.ftod.com/research/marketability/Ccag_tod.pdf</a>	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) <a href="http://web1.ci.santa-rosa.ca.us/cd/reports%26ordinances/eirs/SMART/Appendices/Appendix%20B%20-%20TOD%20Policy.pdf">http://web1.ci.santa-rosa.ca.us/cd/reports%26ordinances/eirs/SMART/Appendices/Appendix%20B%20-%20TOD%20Policy.pdf</a> <a href="http://main.sonomamarintrain.org/">http://main.sonomamarintrain.org/</a>	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 <a href="http://www.sacrt.com/realestate/TODpage.stm">http://www.sacrt.com/realestate/TODpage.stm</a>	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.

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	Sacramento Area Council of Governments (SACOG)	Sacramento Region Blueprint Metropolitan Transportation Plan for 2035 Downtown Riverfront Streetcar TOD Toolkit  <a href="http://www.sacog.org/sacramento-region-blueprint">http://www.sacog.org/sacramento-region-blueprint</a>  <a href="http://www.riverfrontstreetcar.com/">http://www.riverfrontstreetcar.com/</a>  <a href="https://www.transit.dot.gov/funding/grants/recipient-pilot-program-transit-oriented-development-tod-planning-awards">https://www.transit.dot.gov/funding/grants/recipient-pilot-program-transit-oriented-development-tod-planning-awards</a>	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  <a href="http://www.sandag.org/uploads/projectid/projectid_500_19413.pdf">http://www.sandag.org/uploads/projectid/projectid_500_19413.pdf</a>  <a href="http://www.sdfoward.com/pdfs/RP_final/AppendixU4-SANDAGRegionalTransitOrientedDevelopmentStrategy.pdf">http://www.sdfoward.com/pdfs/RP_final/AppendixU4-SANDAGRegionalTransitOrientedDevelopmentStrategy.pdf</a>	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 <a href="http://www.vta.org/projects-and-programs/projects-studies-and-programs-transitoriented-development-tod-program">http://www.vta.org/projects-and-programs/projects-studies-and-programs-transitoriented-development-tod-program</a>	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 <a href="https://drcog.org/planning-great-region/implementing-metro-vision/transit-oriented-development">https://drcog.org/planning-great-region/implementing-metro-vision/transit-oriented-development</a>	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 <a href="http://www.enterprisecommunity.com/denver-tod-fund">http://www.enterprisecommunity.com/denver-tod-fund</a>	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) <a href="http://milehighconnects.org/">http://milehighconnects.org/</a>	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 <a href="http://www.crcog.org/transportation/current_stud/TOD.html">http://www.crcog.org/transportation/current_stud/TOD.html</a>	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  <a href="http://old.mwcog.org/transit/tlc/default.asp">http://old.mwcog.org/transit/tlc/default.asp</a>	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  <a href="http://www.wmata.com/business/joint_development_opportunities/About.cfm">http://www.wmata.com/business/joint_development_opportunities/About.cfm</a>	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  <a href="http://www.downtowndoverpartnership.com/FinalPlanBookwithDDPAppendixV2.pdf">http://www.downtowndoverpartnership.com/FinalPlanBookwithDDPAppendixV2.pdf</a>	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  <a href="http://www.jtafla.com/blueprint-2020/transit-oriented-development/">http://www.jtafla.com/blueprint-2020/transit-oriented-development/</a>	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  <a href="http://www.seminolecountyfl.gov/departments-services/development-services/planning-development/forms-applications-resources/sunrail-area-planning-studies.shtml">http://www.seminolecountyfl.gov/departments-services/development-services/planning-development/forms-applications-resources/sunrail-area-planning-studies.shtml</a>	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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<b>FL</b>	South Florida Regional Transportation Authority (SFRTA)	Regional TOD Program <a href="http://www.sfrta.fl.gov/docs/DedicatedFunding/06_FactSheet_TOD.pdf">http://www.sfrta.fl.gov/docs/DedicatedFunding/06_FactSheet_TOD.pdf</a> <a href="http://www.sfrta.fl.gov/transit-oriented-development.aspx">http://www.sfrta.fl.gov/transit-oriented-development.aspx</a>	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.
<b>GA</b>	Atlanta Regional Commission (ARC)	Livable Centers Initiative (LCI) Transportation Program <a href="http://www.atlantaregional.com/land-use/livable-centers-initiative/lci-transportation-program">http://www.atlantaregional.com/land-use/livable-centers-initiative/lci-transportation-program</a>	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><a href="http://atitransformationalliance.org/">http://atitransformationalliance.org/</a></p>		<p>Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale Counties</p>	City of Atlanta	<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><a href="http://beltline.org/programs/affordable-housing/">http://beltline.org/programs/affordable-housing/</a></p>	Funding & Financial Incentives		City of Atlanta	<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 <a href="https://www.rtachicago.com/plans-programs/grants-projects/community-planning/2015-community-planning-program-of-projects">https://www.rtachicago.com/plans-programs/grants-projects/community-planning/2015-community-planning-program-of-projects</a>	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 <a href="http://www.transitchicago.com/rpmproject">http://www.transitchicago.com/rpmproject</a> <a href="https://www.funding.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards">https://www.funding.dot.gov/funding/grants/recipients-pilot-program-transit-oriented-development-tod-planning-awards</a>	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><a href="http://indyconnect.s3.amazonaws.com/wp-content/uploads/2016/01/29211939/TOD-Strategic-Plan-Regional.pdf">http://indyconnect.s3.amazonaws.com/wp-content/uploads/2016/01/29211939/TOD-Strategic-Plan-Regional.pdf</a></p> <p><a href="http://plan2020.com/wp-content/uploads/2015/06/TOD-Strategic-Plan-April-2015_01-Plan.pdf">http://plan2020.com/wp-content/uploads/2015/06/TOD-Strategic-Plan-April-2015_01-Plan.pdf</a></p> <p><a href="http://www.indyconnect.org/pages/TOD/">http://www.indyconnect.org/pages/TOD/</a></p> <p><a href="http://indyconnect.s3.amazonaws.com/wp-content/uploads/2016/06/22134444/Central-Indiana-Transit-Plan_2016-06-16.pdf">http://indyconnect.s3.amazonaws.com/wp-content/uploads/2016/06/22134444/Central-Indiana-Transit-Plan_2016-06-16.pdf</a></p>	<p>Policy &amp; Planning</p> <p>Funding &amp; 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><a href="http://marc.org/Regional-Planning/Creating-Sustainable-Places/Planning-sustainable-Places/Background">http://marc.org/Regional-Planning/Creating-Sustainable-Places/Planning-sustainable-Places/Background</a></p> <p><a href="http://marc.org/News-Releases/March-2013/Group-seeks-to-create-a-Community-for-All-Ages">http://marc.org/News-Releases/March-2013/Group-seeks-to-create-a-Community-for-All-Ages</a></p>	<p>Funding &amp; 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: <a href="http://marc.org/About-MARC/General-Information/Member-Cities-and-Counties">http://marc.org/About-MARC/General-Information/Member-Cities-and-Counties</a></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 &amp; 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 <a href="http://www.norpc.org/assets/pdf-documents/Lite_Rail_Policy_Bechtel.pdf">http://www.norpc.org/assets/pdf-documents/Lite_Rail_Policy_Bechtel.pdf</a>	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 <a href="http://www.mbta.com/about_the_mbta/t_projects/projects_tod/">http://www.mbta.com/about_the_mbta/t_projects/projects_tod/</a>	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 <a href="http://www.baltometro.org/our-work/the-opportunity-collaborative">http://www.baltometro.org/our-work/the-opportunity-collaborative</a> <a href="http://www.opportunitycollaborative.org/">http://www.opportunitycollaborative.org/</a>	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 <a href="http://www.cata.org/Portals/0/docs/Publications/CATA-TOD-Handbook-2nd-Edition.pdf">http://www.cata.org/Portals/0/docs/Publications/CATA-TOD-Handbook-2nd-Edition.pdf</a> <a href="https://www.cata.org/Portals/0/docs/meeting%20docs/Approved%20Minutes/Board-Minutes-091615.pdf">https://www.cata.org/Portals/0/docs/meeting%20docs/Approved%20Minutes/Board-Minutes-091615.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>	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 <a href="http://www.rta.michigan.org/projects/woodward-avenue/">http://www.rta.michigan.org/projects/woodward-avenue/</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		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><a href="http://metrocountil.org/Communities/Services/Transit-Oriented-Development-(TOD)/Transit-Oriented-Development-Policy-(pdf).aspx">http://metrocountil.org/Communities/Services/Transit-Oriented-Development-(TOD)/Transit-Oriented-Development-Policy-(pdf).aspx</a></p> <p><a href="http://metrocountil.org/Communities/Services/Livable-Communities-Grants.aspx">http://metrocountil.org/Communities/Services/Livable-Communities-Grants.aspx</a></p> <p><a href="http://thegatewaycorridor.com/">http://thegatewaycorridor.com/</a></p> <p><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></p> <p><a href="https://www.metrotransit.org/Data/Sites/1/media/tod/2016-tod-funding-guide.pdf">https://www.metrotransit.org/Data/Sites/1/media/tod/2016-tod-funding-guide.pdf</a></p> <p><a href="http://www.metrotransit.org/transit-oriented-development">http://www.metrotransit.org/transit-oriented-development</a></p>	<p>Policy &amp; Planning</p> <p>Funding &amp; 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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<b>MO/IL</b>	East-West Gateway Council of Governments  Governments Citizens for Modern Transit	TOD Framework Plan TOD overlay zoning district template  <a href="http://cmt-stl.org/transit-oriented-developmentclearinghouse/st-louis-tod-overlay-codes-plans/">http://cmt-stl.org/transit-oriented-developmentclearinghouse/st-louis-tod-overlay-codes-plans/</a>	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
<b>NC</b>	The Charlotte Area Transit System (CATS)	Charlotte Region Transit Station Area Joint Development Principles and Policy Guidelines  <a href="http://charmek.org/city/charlotte/cats/planning/Documents/JDPandPFinal.pdf">http://charmek.org/city/charlotte/cats/planning/Documents/JDPandPFinal.pdf</a>	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.
<b>NC</b>	GoTriangle (aka Triangle Transit Authority)	Joint Development Durham-Orange Light Rail TOD Implementation  <a href="http://ourtransitfuture.com/">http://ourtransitfuture.com/</a>  <a href="https://www.transit.dot.gov/funding/recipients-pilot-program-transit-oriented-development-tod-planning-awards">https://www.transit.dot.gov/funding/recipients-pilot-program-transit-oriented-development-tod-planning-awards</a>	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 <a href="http://www.tmrpa.org/files/reports/TOD%20in%20the%20Truckee%20Meadows%20July%202009.pdf">http://www.tmrpa.org/files/reports/TOD%20in%20the%20Truckee%20Meadows%20July%202009.pdf</a>	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 <a href="http://web.mta.info/sustainability/pdf/MTA%20Smart%20Growth-TOD%2010%2029%2008.pdf">http://web.mta.info/sustainability/pdf/MTA%20Smart%20Growth-TOD%2010%2029%2008.pdf</a>	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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<b>NY</b>	The Capital District Transportation Committee (CDTC), the designated MPO for the Albany-Schenectady-Troy Metropolitan Area	The Linkage Program <a href="http://www.fhwa.dot.gov/planning/processes/land_use/case_studies/albany_ny/">http://www.fhwa.dot.gov/planning/processes/land_use/case_studies/albany_ny/</a> <a href="http://cdtcmpo.org/linkage.htm">http://cdtcmpo.org/linkage.htm</a>	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.
<b>NY</b>	Niagara Frontier Transportation Authority (NFTA)	Amherst-Buffalo Corridor Transit Options <a href="http://toamherst.nfta.com/p/faqs.html">http://toamherst.nfta.com/p/faqs.html</a> <a href="https://www.transit.dot.gov/funding/grants/recipient-pilot-program-transit-oriented-development-tod-planning-awards">https://www.transit.dot.gov/funding/grants/recipient-pilot-program-transit-oriented-development-tod-planning-awards</a>	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.
<b>OH</b>	Greater Cleveland Regional Transit Authority (RTA)	TOD Guidelines/Joint Development <a href="http://www.riderta.com/tod/guidelines">http://www.riderta.com/tod/guidelines</a>	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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<b>OH</b>	Northeast Ohio Area-wide Coordinating Agency (NOACA) (the MPO for Northeast Ohio)	Transportation for Livable Communities Initiative <a href="http://www.noaca.org/index.aspx?page=132">http://www.noaca.org/index.aspx?page=132</a>	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 a 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.
<b>OH/ KY/ IN</b>	Ohio-Kentucky-Indiana (OKI) Regional Council of Governments	Strategic Regional Policy Plan: How Do We Grow from Here? <a href="http://www.oki.org/plans-and-programs/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/</a>	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 land use and transportation plans of Metro and local jurisdictions.
<b>OR</b>	Metro (the MPO)	TOD Program <a href="http://www.oregonmetro.gov/tools-partners/grants-and-resources/transit-oriented-development-program">http://www.oregonmetro.gov/tools-partners/grants-and-resources/transit-oriented-development-program</a> <a href="https://trimet.org/pdfs/publications/Livable-Portland.pdf">https://trimet.org/pdfs/publications/Livable-Portland.pdf</a>	Policy & Planning Funding & Financial Incentives Program	Multnomah, Washington, Clackamas	Portland, OR, and all other communities within the MPO planning area	

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PA/ NJ	Delaware Valley Regional Planning Commission (DVRPC)	Transportation & Community Development Initiative (TCDI) <a href="http://www.dvrpc.org/TOD/">http://www.dvrpc.org/TOD/</a> <a href="http://www.dvrpc.org/TCDI/">http://www.dvrpc.org/TCDI/</a>	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 <a href="http://www.spcregion.org/about_comm_every.shtml">http://www.spcregion.org/about_comm_every.shtml</a> <a href="http://www.spcregion.org/fit/pdf/fit.pdf">http://www.spcregion.org/fit/pdf/fit.pdf</a>	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 <a href="http://gettherepgh.org/">http://gettherepgh.org/</a>	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 <a href="http://www.capmetro.org/tod/">http://www.capmetro.org/tod/</a>	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.

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TX	Metropolitan Transit Authority of Harris County, Texas (Metro)	Metro TOD Goals & Strategies (2012) Metro TOD Study <a href="http://www.houstontx.gov/council/k/submit2014/cohecodev.pdf">http://www.houstontx.gov/council/k/submit2014/cohecodev.pdf</a>	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 <a href="http://www.nctcog.org/trans/sustdev/">http://www.nctcog.org/trans/sustdev/</a>	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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<b>TX</b>	VIA Metropolitan Transit Authority	Joint Development <a href="http://www.viainfo.net/Opportunities/TOD.aspx">http://www.viainfo.net/Opportunities/TOD.aspx</a>	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.
<b>UT</b>	Utah Transit Authority (UTA) and Wasatch Front Regional Council (WFRC)	UTA TOD Design Guidelines; WFRC Transportation and Land Use Connections Program <a href="http://www.rideuta.com/uploads/TODDesignGuidelinesFinalDraft2014125HIRES.pdf">http://www.rideuta.com/uploads/TODDesignGuidelinesFinalDraft2014125HIRES.pdf</a> <a href="http://usa.streetsblog.org/2011/10/24/how-salt-lake-city-became-a-leader-in-transit-oriented-development/">http://usa.streetsblog.org/2011/10/24/how-salt-lake-city-became-a-leader-in-transit-oriented-development/</a> <a href="http://www.wfrc.org/new_wfrc/index.php/wfrc-programs/transportation-and-land-use-connection">http://www.wfrc.org/new_wfrc/index.php/wfrc-programs/transportation-and-land-use-connection</a>	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.

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UT	UTA	<p>Provo-Orem BRT, TOD Planning</p> <p><a href="http://www.rideuta.com/UTAPProjects/Provo-Orem-Transportation-Improvement-Project/Project-Overview">http://www.rideuta.com/UTAPProjects/Provo-Orem-Transportation-Improvement-Project/Project-Overview</a></p> <p><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></p>	Policy & Planning	Utah County	Provo, Orem	<p>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.</p>
VA	Richmond Regional Transportation Planning Organization	<p>Greater RVA Transit Vision Plan</p> <p><a href="http://rvatransitvision.com/wp-content/uploads/2016/11/GRVATVP-Public-Draft_112116.pdf">http://rvatransitvision.com/wp-content/uploads/2016/11/GRVATVP-Public-Draft_112116.pdf</a></p>	Policy & Planning	Chesterfield, Goochland, Hanover, Henrico, New Kent, Powhata	Richmond, Ashland	<p>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.</p>

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WA	Sound Transit Puget Sound Regional Council (PSRC)	Sound Transit TOD Policy Resolution No. R2012-24; PSRC Growing Transit Communities  <a href="http://www.soundtransit.org/sites/default/files/Reso2012-24-Attachment_a.pdf">http://www.soundtransit.org/sites/default/files/Reso2012-24-Attachment_a.pdf</a>  <a href="http://www.psrc.org/growth/growing-transit-communities">http://www.psrc.org/growth/growing-transit-communities</a>  <a href="http://rvcdf.org/">http://rvcdf.org/</a>	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  <a href="http://vision2050sewis.org/Vision2050">http://vision2050sewis.org/Vision2050</a>  <a href="http://www.eastwestbrt.com/">http://www.eastwestbrt.com/</a>  <a href="http://www.sewrpc.org/SEWRPC/communityassistance.htm">http://www.sewrpc.org/SEWRPC/communityassistance.htm</a>	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.