

TOD at the Regional Scale:

A National Review of Peer Agency Policies and Programs



This report assesses the Metropolitan Council's transit-oriented development (TOD) policy and program relative to peer organizations based on a comparison set of 27 metropolitan planning organizations (MPOs) and 26 transit agencies (TAs) across the U.S.

Policy Goal Categories	MPOs/TAs
① Multimodal Transportation Connections *	17
② Complete Communities *	13
③ Value Capture	12
④ Housing Affordability	9
⑤ Collaboration	9
⑥ Ridership *	8
⑦ Sustainability	8
⑧ Equitable Outcomes *	7
⑨ Local Economy and Business *	6
⑩ Transit Safety	2

* Indicates goal of Met Council Policy

Policy Goals: 22 peer organizations have publicly accessible TOD policy goals. 3 of 5 top goal areas are absent in the Council's TOD policy: value capture, housing affordability, and collaboration.

Met Council's TOD Policy Goals

1. **Maximize the development impact of transit investments** by integrating transportation, jobs and housing. ②⑨
2. **Support regional economic competitiveness** by leveraging private investment. ⑨
3. **Advance equity** by improving multimodal access to opportunity for all. ①⑧
4. **Support a 21st century transportation system** through increased ridership and revenues. ⑥

Development on Agency Land: 23 of 26 transit agencies, and 1 MPO, engage in development on publicly owned land. 19 of these agencies had publicly-accessible agency-led development policies in which:

- 16 discuss **joint development** procedures
- 15 prefer **ground leasing** property over sale
- 11 have **affordable housing** production goals
- 10 discuss **land acquisition**:
 - 5 consider TOD in transit land acquisition
 - 3 affirm authority to purchase land for TOD
- 8 specify **revenue use**:
 - 5 reinvest in TOD program
 - 2 reinvest in agency operating budgets
 - 1 reinvests in station area improvements
- 8 set **environmental sustainability** standards
- 5 set **developer preferences** (non-profit, CBOs)

Project Outcome Evaluation: 10 transit agencies and 1 MPO track TOD investments using formal evaluation or reporting criteria. Common criteria include,



market & affordable units
% affordable units
housing unit mix



sqft of retail, office, other
jobs created
hotel rooms



projected tax revenue
development cost
projected ridership impact

TOD Grant Programs: The most common TOD support at MPOs is grant funding. 17 MPOs have TOD-related grant programs compared to 9 transit agencies. →

Regional Involvement in Local TOD:

Common resources offered by peers to aid local TOD efforts:

- **Station area web apps** spatialize demographic, socioeconomic, and environmental data for station areas to streamline station area planning efforts.
- **Station Typologies** organize like station areas based on factors including location, land use, use intensity, transit connectivity, or displacement risk.
- **Density and Design Guidelines** outline design principles for TOD and density and use recommendations in station areas.
- **Policy Toolkits** provide tools to guide policy-making locally using model policy language and zoning codes.

MPO and TA TOD-Related Grants

Project Eligibility	MPO Grants	TA Grants
Exclusively TOD	3 (18%)	7 (78%)
TOD is Prioritized	1 (6%)	1 (11%)
No TOD Prioritization	12 (71%)	2 (22%)
Activity Eligibility *Not Mutually Exclusive		
Capital	3 (18%)	7 (78%)
Pre-Development	3 (18%)	2 (22%)
Planning	15 (88%)	1 (11%)
Funding Source *Not Mutually Exclusive		
Federal Dollars	9 (53%)	3 (33%)
State Dollars	7 (41%)	1 (11%)
Local (Sales Tax) Dollars	5 (29%)	6 (67%)
Local Match Required	6 (35%)	0 (0%)
Staff Time, No Funding	3 (18%)	0 (0%)
Other/Unknown	5 (29%)	2 (22%)