



## **TOD at the Regional Scale**

A National Review of Regional Transit-Oriented  
Development Policies and Programs

April 2026

# Contents

- TOD at the Regional Scale..... 1
  - Introduction..... 1
  - Background ..... 1
  - Definitions ..... 2
  - Literature Review..... 4
  - Methodology ..... 8
  - Results ..... 9
    - Policy Goals ..... 9
    - Program Components ..... 11
      - 1. Communication, Convening and Coordination ..... 13
      - 2. Data Tools and Technical Assistance..... 14
      - 3. Development on Agency Land ..... 16
      - 4. Evaluation and Project Reporting..... 21
      - 5. Grant Programs ..... 23
      - 6. Land Use Guidance ..... 27
- Discussion..... 31
- Conclusion ..... 32
- Appendix A: Literature Review Bibliography ..... 33
- Appendix B: National Catalog Organizations..... 36
- Appendix C: Organization Characteristics ..... 39
- Appendix D: TOD Evaluation and Reporting..... 43
- Appendix E: Station Area Density Ranges ..... 44

## Introduction

In 2025-2026, the Transit-Oriented Development (TOD) office of the Metropolitan Council will update its TOD Policy to affirm policy and program priorities and assure a clear implementation pathway for TOD strategies within the agency. This report is part of a multi-phase work plan that includes a national review of TOD policies and programs at peer metropolitan planning organizations (MPOs) and transit agencies (TAs), alongside local, internal, and stakeholder-driven analysis. Subsequent phases of work will be led by a consultant team composed of national experts and will include in-depth stakeholder engagement, legal and financial analysis, facilitated discussions with Council leadership, and development of actionable policy recommendations. Together, these efforts are intended to ensure the updated TOD Policy reflects best practices while providing a clear and implementable framework tailored to the Metropolitan Council's institutional context.

## Background

In July 2013, the Metropolitan Council (Met Council, Council) approved a TOD Strategic Action Plan that formalized the agency's commitment to advancing TOD. In November 2013, the Council's [TOD policy](#) was adopted, and the TOD office was established at Metro Transit in April 2014. The current policy outlines four goals for the program: 1. maximize the development impact of transit investments by integrating transportation, jobs and housing, 2. support regional economic competitiveness by leveraging private investment, 3. advance equity by improving multimodal access to opportunity for all, and 4. support a 21<sup>st</sup> century transportation system through increased ridership and revenues.

To support these goals, the policy emphasizes the Council's role as a community partner and project coordinator. The TOD office is advised to provide technical assistance and resources to internal and external partners, leverage joint development and land acquisition for TOD, and contribute to the development of system plans related to housing, transportation and land use through the decennial comprehensive planning process. The TOD Policy also initiated the formation of an internal TOD working group across divisions of the Council which remains active.

Since the TOD policy and office were established, the context in which the policy is implemented has dramatically shifted. Staff turnover at the office, executive leadership, and Council leadership levels; changes to historic commuting patterns spurred by the COVID-19 pandemic; the rise in the unsheltered homelessness population; crime and safety concerns on and near transit; the passage of a metro area sales tax to fund public transportation and affordable housing expansion; adoption of the most recent comprehensive plan, *Imagine 2050*; and the maturity of the TOD field necessitate an update to the Council's TOD policy.

The TOD office has faced internal hurdles to developing TOD on Council-owned land and in station areas. Ambiguity around roles, decision-making authority, and the use of real estate and Housing and Redevelopment Authority (HRA) tools has limited the office's ability to advance projects and significantly slowed project timelines. Since 2014, Allianz Field (2019) is the only major TOD project completed by the TOD office, with only one TOD-focused Request for Proposals (RFP) issued since 2019 (Central Station Block in 2024). In 2025, changes to Livable Communities Act (LCA) funding priorities removed the grant program's TOD-specific earmark, further diluting the tools available to the TOD office to incentivize TOD best practice regionally.

Notwithstanding internal challenges to the TOD redevelopment of Council-owned land, development along transit in the Twin Cities metro region has continued. The annual [Development Trends Along Transit Report](#) published by the Metro Transit's TOD office found that since 2009, 39% of development value in the Twin Cities metro region has been permitted near high frequency transit (within 0.5 miles of an LRT or BRT station or 0.25 miles from a high frequency local bus route) despite these transit corridors making up only 4% of land in the region. Broken into permit type, 44% of multifamily residential permit value is located within high-frequency corridors, including 50% of all new affordable housing units and 76% of all deeply affordable units since 2014<sup>1</sup>. 44% of commercial permit value and 36% of public and institutional permit value is concentrated within this 4% of land. The TOD Policy update offers an opportunity to assess how the TOD office can best support and build upon these positive trends.

## Definitions

**Comprehensive Planning:** The Minnesota Legislature established the Council in 1976 to plan and coordinate growth and development in the region. State law requires the Council to plan for regional systems including transportation, aviation, wastewater, and regional parks and open space through a comprehensive planning process that occurs decennially. The current comprehensive plan for the Council, [Imagine 2050](#), was adopted in late 2024. As part of the statutory mandate to undergo comprehensive planning, local units of government in the region are required to update their own comprehensive plans every ten years, and they do so with technical assistance from the Council and guidelines set by the region's plan. Local governments will need to complete their updated comprehensive plans to comply with Imagine 2050 by 2030.

**Housing and Redevelopment Authority (HRA):** The Met Council is given housing and redevelopment authority powers akin to local units of government under Minnesota Statute [§473.195](#). Within the Community Development division of the Council, Metro HRA administers the federal Housing Choice Voucher (HCV) program and related housing subsidy programs for all jurisdictions in the region that do not operate their own HCV program, which includes nearly 100 suburban and rural communities throughout Anoka, Carver, and most of suburban Hennepin and Ramsey Counties ([Met Council, Accessed 2025](#)). Metro HRA does not engage in redevelopment activities but is authorized to do so under state statute in any jurisdiction in the 7-county Twin Cities metropolitan region.

**Joint Development:** Joint development allows transit agencies to leverage publicly-owned land to advance transit-supportive development while generating revenue or other benefits for the transit system ([FTA Circular 7050.1C](#)). Not all joint development occurs with Federal Transit Authority (FTA) assistance, but development that does must adhere to rules outlined in Circular 7050.1C. Under FTA-assisted joint development, transit agencies are permitted to redevelop land acquired or improved with FTA funds and reinvest the revenue in the transit system rather than repaying the federal share of the original investment. To do so, the project must demonstrate that it: 1) enhances economic development or

---

<sup>1</sup> Deeply Affordable housing units are affordable to households earning up to 30% of the Area Median Income (AMI).

incorporates private investment; 2) enhances the effectiveness of public transportation; 3) provides a fair share of revenue for public transportation; 4) provides continuing control over the use of the property.

**Metropolitan Council (Met Council, Council):** The Metropolitan Council is the regional policy-making body, Metropolitan Planning Organization (MPO), and largest transit provider for the Twin Cities seven-county metropolitan area (Twin Cities metro). It is comprised of four primary divisions including Community Development, Environmental Services, Metropolitan Transportation Services (MTS), and Metro Transit. Metropolitan Transportation Services serves as the area’s MPO and Metro Transit is the primary transit agency in the region. The Metropolitan Council and Metro Transit are unique because the governor-appointed Council members that oversee the work of the MPO also serve as the board of directors for the transit agency. No other MPOs and transit agencies in the United States have an equivalent governance structure.

**Metropolitan Planning Organization (MPO):** The Met Council serves as the federally designated Metropolitan Planning Organization for the Twin Cities metro. MPOs were created by Congress to “ensure that existing and future expenditures of governmental funds for transportation projects and programs are based on a ‘continuing, cooperative, and comprehensive (3-C)’ planning process” ([Met Council, Accessed 2025](#)). As the region’s MPO, federal transportation funds are allocated to the Council which then distributes funding through a competitive solicitation process to local applicants, known as [regional solicitation](#). The organizational division that fulfills the Council’s role as an MPO is Metropolitan Transportation Services. When referring to the Met Council as an MPO, the term “Met Council” or “Council” is used in this report.

**Metro Transit:** Metro Transit is an operating division of the Met Council and the largest public transit agency in the Twin Cities metro. Metro Transit provides an integrated network of buses, light rail, and commuter trains as well as resources for those who carpool, vanpool, walk, or bike in the Twin Cities. Metro Transit operates two light rail lines and over 100 bus routes including eight Bus Rapid Transit (BRT) lines with additional systemwide expansion underway ([Met Council, Accessed 2025](#)). The Council’s Transit-Oriented Development (TOD) office is situated within this operating division.

**Transit Agency:** Transit agencies are public or private entities “responsible for administering and managing transit activities and services” ([APTA, Accessed 2025](#)). Transit agencies in the Twin Cities metro include Metro Transit, Minnesota Valley Transit Authority (MVTA), SouthWest Transit, Maple Grove Transit, Plymouth Metrolink, and the University of Minnesota. When referring to the Met Council as a transit agency, the term “Metro Transit” is used in this report.

**Transit-Oriented Development (TOD):** TOD is defined on Metro Transit’s website as “walkable urban development supported by high quality, frequent transit service. TOD includes a mix of housing, retail, employment, and recreational choices, allowing people to live and work in vibrant places with less dependence on a personal car. TOD plays a vital role in maximizing the impact of transit investments, increasing regional competitiveness and advancing equity and health” ([Metro Transit, Accessed 2025](#)). TOD is universally understood as different from transit-adjacent development (TAD), which “lacks any functional connectivity to transit, whether in terms of land-use composition, means of station access, or site design” (Ibraeva et al. 2020, 113).

# Literature Review

## Definitions, Goals, and Objectives

Continuity across regional partners' definitions, goals, and objectives for TOD is integral to effective development. TOD is continually redefined depending on local goals and market conditions, which can lead to disagreements in development priorities and outcomes (Ali et al. 2021; Jamme and Banerjee 2019, 412). Inconsistent TOD policy goals and objectives within a region can result in “a patchwork of policies that counter each other. In such a fragmented policy environment, the two key stakeholders—transit agencies and local governments—are often unable to develop a shared vision for TOD” (Mathur and Gatdula 2023, 4).

The specificity of TOD goals and objectives differs across TOD policies. Some agencies define specific density and development expectations for station areas as part of their TOD policy (Staricco and Brovarone 2017; Cournoyer-Gendron 2018; Soliz et al. 2023). More commonly, agencies establish broad goals and objectives. Broad goals are both criticized and praised for their flexibility. Broadness is criticized as arbitrary and disconnected from the realities of past project successes and failures (Van Lierop et al. 2016, 22). Conversely, broad goals are often preferred for their flexibility to address uncertainties in the TOD planning process such as fluctuating funding sources, real estate demand, and the competing priorities of multiple jurisdictions and stakeholders (Staricco and Brovarone 2017, 46, Bjorling and Patrao 2024, 4). TOD policy objectives should strike the balance between maintaining high standards for TOD while accommodating diverse pathways to achieving TOD depending on context and market conditions.

Policy objectives directly influence TOD outcomes, and certain objectives can undermine the development of intentional TOD. In a case study of Hangzhou, China, TOD policy emphasized increasing land value in station areas as a key program goal. The policy permitted the revenue from land development near rail stations to be used to fund rail investment, and maximizing revenue from TOD investments to fund rail was prioritized. This resulted in an increase in the cost of development and limited affordable housing stock in transit areas (Su et al. 2024, 304). In Australia, the cost-minimizing objectives of planners undermined long-range strategic planning and urban development goals, “resulting in BRT lines being routed and stations sited in areas with minimal development potential” (Yang and Pojani 2017, 6). Ensuring certain objectives do not inhibit others is an important aspect of developing a strong TOD policy.

TOD serves different purposes globally based on differences in the scale of existing transit investments and land use intensity. European planners, who operate in transit-rich and dense areas, focus on decreasing travel times between major cities to address job competition, satisfaction and quality of life measures as key metrics of TOD success. North American planners, who operate in less transit-rich and dense areas, tend to focus on neighborhood-level benefits and ridership in TOD evaluation (Van Lierop et al. 2016). Aligning TOD definitions, goals, and objectives with the local conditions of a transit system aids efficient and effective policy development.

## Marketing, Communications, and Engagement Strategy

Community opposition to increased residential density, the possible parking impacts of TOD, and negative perceptions of public transit weaken public support for TOD and in turn, the political feasibility of projects (Soliz et al. 2023, 13; Ibraeva et al. 2020, 123). The politicization of affordable housing

contributes further to TOD opposition on the part of residents and political officials (Guthrie and Fan 2016, 110). Raising public awareness for the need of affordable housing and the potential of TOD in building that inventory is an important part of an implementation agency's work.

Boosting marketing and communications efforts in TOD programs and developing a common cross-stakeholder 'story' that incorporates TOD "as a means to realize multiple goals" are possible solutions to community-driven barriers (Thomas et al. 2018, 1204). How the effects of TOD are communicated to public officials and residents matters. In the process of upzoning the Île-des-Soeurs neighborhood of Montreal, Canada, TOD practitioners found that promoting the "benefits for families and public health (...) and road-safety benefits of reduced parking ratios and improved active-travel infrastructure" was more effective than negative communication tactics in increasing public support for these measures (Soliz et al. 2023, 18). Ensuring strong community engagement efforts in the TOD planning process is also paramount to addressing public concerns; public participation was found to be one of six critical success factors in TOD implementation (Thomas and Bertolini 2017).

## Regional and Cross-Sector Alignment

TOD can play a critical role in achieving affordable housing, anti-displacement, climate and sustainability goals, and policy-making is an important means through which to mobilize organizational resources and processes to these ends. Co-locating affordable housing and transit ensures transit-dependent riders—who also tend to be low income—can afford to live near transit (Newman 2016, 2). Advocates are often concerned that transit investments drive displacement (Padeiro et al. 2019, 735; Tehrani et al. 2019 qtd in Serrano et al. 2022). However, displacement is not inherent to TOD and urban development. Key anti-displacement mechanisms include development incentives imposed through TOD policies like lower parking mandates, higher floor area ratios, inclusionary zoning support, density bonuses, fee waivers, streamlined permitting processes, predetermined project parameters, and other measures to make building affordably easier (Chava and Newman 2016). TOD can also reduce greenhouse gas emissions by reducing single-occupant vehicle trips and promoting infill, rather than greenfield, development (Ali et al. 2021, 11). Integrating climate and housing goals with TOD policy-making allows development efforts to further these wider goals in the public interest.

Cross-sector collaboration between governmental and non-governmental land use, transportation, environment, and real estate stakeholders is core to producing TOD in an efficient and effective manner (Jamme and Banerjee 2019; Wood 2020; Paulhiac-Scherrer and Scherrer 2021; Carlton 2019; Maulat et al. 2021; Soliz et al. 2023; Thomas 2017; Thomas and Bertolini 2015). In the absence of strong intergovernmental and cross-sector alignment, TOD planning and implementation can be time-consuming, costly, and ultimately unfeasible.

Beginning with intergovernmental collaboration, barriers to implementing TOD stem from the structural separation of land use and transportation authority and unclear governance structures. Gaps between guided land use, local zoning, and transportation project plans generate conflict between regional planning efforts and the capacity of local units of government (Soliz et al. 2023; Cournoyer-Gendron 2018; Pojani 2017; GAO 2014; Mathur and Gatlula 2023; Starrico and Brovarone 2018). Regional land use-transportation planning bodies—such as the Met Council—are one solution to intergovernmental conflict. The dedicated capacity of a regional planning body allows formal integration across local units of government and constituencies (Ibraeva et al. 2020, 124). However, zoning is still an area of local control in most geographies, including in Minnesota, so there is often a gap between regional vision and local

feasibility. Some states are implementing bold models to give MPOs and transit agencies more control over local zoning. For example, in 2018, San Francisco Bay Area Regional Transit District (BART) was granted land use and zoning power over station-area land which unlocked unprecedented power for the agency to develop TOD in station areas (Mathur and Gatdula 2023, 10). In Minnesota, zoning is exclusively controlled at the local level. The Met Council requires cities to demonstrate zoning for a minimum level of affordable housing need in their Comprehensive Plans and requires zoning to meet a higher level of need in transit areas but does not have the authority to otherwise control local zoning patterns around transit.

Cross-sector coordination presents unique challenges for implementation. Uncertainty in stakeholder responsibilities and the absence of project leadership can create inefficiency and delay in the TOD process (Soliz et al. 2023, 17). To further TOD, partners must “adjust their own logic and interests or negotiate to promote them” (Scherrer 2019, 478). Establishing cross-sector project offices is one model for easing coordination and enabling compromise. In Montreal, Canada’s TOD project offices, municipal staff are tasked with facilitating public and private stakeholder interaction to establish pre-project information sharing, align vision and values, organize funding and feasibility studies, and boost public participation in TOD planning (Paulhiac Scherrer 2019, 476). Another model is the Puget Sound Regional Council’s Regional TOD (RTOD) Committee, which is a collaborative body made up of twenty-one members representing different public, non-profit, and private interests who meet quarterly to consult on TOD-related projects, legislation, and plans in the Puget Sound Region ([www.psrc.org](http://www.psrc.org), accessed October 2025).

Lengthy environmental review requirements and compliance with other development regulations stall development with slow approval timelines, often increasing risk and cost for project partners (Mathur and Gatdula 2023). In the Twin Cities, over 25% of real estate developers interviewed in a regional survey mentioned regulatory complications when discussing TOD and nearly 30% raised the topic in discussions of affordable housing (Guthrie and Fan 2016, 107-109). In conversations about TOD, developers mentioned “regulatory regimes ill-suited to TOD” lead to increased costs, complexity, and time for development progression (Ibid. 108). Developers noted regulatory mechanisms largely restrict activities that might have negative impacts rather than enable development with positive impacts, calling for the establishment of a collaborative model for development that promotes desirable development instead of reacting to undesirable development (Ibid.). Developers additionally stated regulatory issues including zoning, height and bulk limits, setback requirements, and parking standards “make it difficult to design profitable projects” that include affordable housing (Ibid. 109).

Local and statewide legislation to expedite permitting, waive fees, and streamline environmental review for TOD projects can ease frustration and time delays and results in more private development (Mathur and Gatdula 2023, 9). California, Nevada, and Utah are among states that are attempting to streamline development processes at the state level to facilitate affordable housing development (Ibid. 9-10). In California, over 50% of cities polled in a statewide survey regarding municipal TOD policies reported streamlining environmental review processes in TOD zones, and 37% reported methods for expediting other permitting processes in these zones (Barbour et. Al 2020, V).

## Land Acquisition for TOD

Scarce land availability in station areas drives up the cost of land, and land near transit is often already more valuable than non-transit land. Developers looking to get ahead of the market may acquire land in

station areas prior to construction which may lead to speculation and could potentially drive residential and commercial displacement. This makes building affordable housing near transit less likely without public intervention. One solution to this problem is for the transit agency to acquire land to be able to facilitate future TOD near their transit investment. This allows for land banking, versus speculation, and assures that what is built on the site supports the transit use or meets other goals, such as affordability or anti-displacement near transit.

The potential public good of a local transit agency being able to acquire land for TOD to meet transit and other regional goals can be at odds with the authority to do so, which is often defined at the state level. Many transit agencies have the authority to acquire land for transit purposes, but not explicitly TOD (Mathur and Gatdula 2023, 8). If there is resistance to the idea TOD qualifies as a transit purpose, it may be necessary to change state law in order to facilitate acquisition of land for development. California's state legislature passed Assembly Bill 670 into law in 1999. This bill expressly enabled transit agencies in the San Francisco Bay Area to acquire land specifically for "transit-oriented joint development", defined as residential, commercial, and mixed-use projects within a quarter mile of an existing, planned, or proposed transit facility ([California Public Utilities Code §29010.3](#)).

Fiscal challenges in land acquisition for TOD warrant the formation of dedicated funding streams, as practiced by the TOD office at Oregon Metro in their TOD land acquisition set aside program and internal connection to the MPO's Affordable Housing Bond program ([www.oregonmetro.gov](http://www.oregonmetro.gov), Accessed November 2025). Another strategy to lessen cost barriers is tax increment financing (TIF). TIF is a method of value capture that subsidizes the cost of redevelopment by capturing the future tax revenue to be made on the redeveloped land (Thomas et al. 2018). Alternatively, establishing transit areas as Business Improvement Districts (BIDs) can increase business taxes or levies to fund area development. Urban Land Readjustment (ULR) allows landowners to share ownership and profits of scattered parcels in a defined area such as a transit station area (Ibid.).

Transit-oriented development maximizes the impact of transit investments and is essential to a high performing transit system, yet TOD is often considered separate from transit infrastructure in legal and financial terms. This leaves TOD out of core transit infrastructure planning, missing a valuable opportunity for alignment. TOD policy can set the intention to ensure that transit development happens with transit-oriented development in mind.

## Methodology

Metro Transit is a service of the Met Council, meaning the agency's TOD policy is administered through the Council and covers the TOD activities of the Council's MPO, transit agency, and land planning and HRA authorities as they relate to TOD. As the Council's land planning and HRA authorities are unique nationally, these aspects of the policy were excluded from peer analysis. This review thus investigates TOD policymaking at both MPOs and transit agencies around the United States, with integrated analysis to reflect the hybrid organizational structure of the Met Council.

### MPO and Transit Agency Catalog

An initial comparison list of MPOs was generated from the [Federal Transit Administration's MPO Database](#) using the same population size category as the Metropolitan Council (over 2.5 million residents). Additional MPOs were added with input from TOD office and internal working group staff. Transit agencies that serve the metropolitan communities of selected MPOs were then catalogued separately. This list was similarly refined by suggestions from TOD staff. This resulted in a final catalog of twenty-seven MPOs and twenty-six transit agencies. Nineteen of the transit agencies in this report are regional transit authorities akin to Metro Transit. Of the remaining agencies, two provide transit services at the city level, four at the county level, and one is a state agency (NJ Transit). A list of the MPOs and transit agencies in this review can be found in Appendix B.

Appendix C includes two tables that display certain characteristics of the studied MPOs and transit agencies. For MPOs, tracked characteristics include fragmentation, metropolitan area, population, and geographic region. Fragmentation refers to the number of member municipalities in the MPO's region. For transit agencies, tracked characteristics include fragmentation at the adjoining MPO, service area, service area population, geographic region, annual transit ridership per capita, and capital investments of the agency. All organizational data was retrieved from official organizational webpages and the Federal Transit Administration's MPO and transit agency database resources to ensure accuracy. For the purposes of comparison, organizations were divided into three classes for each characteristic (for example small, medium, large, or low, middle, high). These classes were determined based on percentile cutoffs in the data that roughly divided observations into three sections. For the geographic region characteristic, categorization was done according to U.S. Census Bureau geographic designations ([www.cdc.gov](http://www.cdc.gov), accessed November 2025).

### TOD Program Components

Information about TOD programs and policies was retrieved from each organization's publicly accessible website without direct communication with organizational staff. Many organizations have dedicated TOD webpages where policy and other TOD-related documents are concentrated. However, where no such webpage exists, organization websites, regional housing and transportation plans, and board meeting archives were searched for key terms including "transit(-)oriented development", "transit(-)oriented communities", "TOD", "joint development", "real estate", "integrating land use and transit", "land use and transit connection", "zoning", "technical assistance", "community development", "economic development", and "station area planning". To systematically analyze each organization's TOD program, recurring program areas and policy components were catalogued in a tracking spreadsheet. The program components that were tracked are explained below in Table 1.

**Table 1: Tracked Program Components**

Program Component	Description
Communication, Convening, and Coordination	Staff and TOD stakeholder coordination processes and information-sharing techniques
Data and Technical Assistance Tools	Interactive mapping applications and dashboards related to TOD and/or station areas
Development on Agency Land	TOD on agency-owned land and any policy that outlines the development approach
Evaluation and Project Reporting	TOD workplans, annual reports, and project evaluations
Grant Programs	TOD-related grant and application-based technical assistance programs
Land Use Guidance	TOD density and design guidance, station area analysis, and supportive zoning resources

## Results

### Policy Goals

Understanding the goals of TOD programs is essential to evaluating best practices in TOD policymaking. While not every program studied in this report has an official policy to report their goals, Table 3 summarizes the goals listed by the twenty-two transit agencies and MPOs identified as peers where policies are publicly accessible. While goals are separated into ten categories, overlap exists between categories at some agencies.

**Table 2: TOD Program Goals**

Policy Goal	Transit Agencies and MPOs
Multimodal Transportation Connections *	17
Complete Communities *	13
Value Added	12
Affordability	9
Cross-Agency/Community Collaboration	9
Ridership *	8
Sustainability	8
Equitable Outcomes *	7
Local Economy and Business *	6
Transit Safety	2
Total Peer Agencies with publicly accessible policies	22

\* Indicates goal of Met Council TOD policy

A discussion of each policy goal in order of frequency with notable examples from each TOD policy follows:

- **Multimodal Transportation Connections (17 of 22):** The most common goal category at agencies with TOD policies is Multimodal Transportation Connections. These goals focus on improving car-free transportation systems near transit and transit connectivity with station area development. Goals in this category emphasize first/last mile connections, mobility hubs, and pedestrian, bicyclist, and transit-user safety in station areas. This is reflected in Met Council TOD Policy Goal 3.
- **Complete Communities (13 of 22):** Complete Communities goals emphasize the role TOD can play in increasing access to daily needs by concentrating amenities and services near transit. Valley Transit Authority (VTA, transit agency in San Jose, CA), which has a goal of leveraging “TOD projects as catalysts to create equitable and complete Transit-Oriented Communities around transit stations that include housing affordable to all income levels, and balance employment, housing, institutional uses, and other services”, exemplifies this goal type ([VTA 2024](#)). This category is reflected in Met Council TOD Policy Goal 1.
- **Value Added (12 of 22):** Value Added goals prioritize financial benefits for the transit agency. For example, Bay Area Rapid Transit (BART, transit agency in Oakland, CA) has a “Value Creation and Value Capture” goal that reads as follows; “enhance the stability of BART’s financial base by capturing the value of transit and reinvesting in the program to maximize TOD goals” ([BART 2020](#)). NJ Transit’s (transit agency in Newark, NJ) “Value Capture” goal focuses on cost minimization in addition to value added, citing different sources of revenue and a priority to decrease operating and capital expenses ([NJ Transit 2024](#)).
- **Housing Affordability (9 of 22):** Affordability goals fall into two categories. First, many agencies address affordability broadly, as in LA Metro’s (transit agency in Los Angeles, CA) policy; “Housing Affordability: Prioritize development and preservation of transit-adjacent Affordable Housing” ([LA Metro 2018](#)). Other agencies specify affordable housing targets. TriMet’s (transit agency in Portland, OR) TOD housing goal includes a specific figure for affordable housing, stating a portfolio-wide goal of making 30% of existing and future TOD residential units affordable to low and very-low income residents ([TriMet 2023](#)).
- **Cross-Agency/Community Collaboration (9 of 22):** Cross-Agency/Community Collaboration goals highlight the importance of cross-sector support and coordination in the TOD planning and implementation process. Additionally, this category includes goals that emphasize the importance of community engagement in TOD planning and implementation.
- **Ridership (8 of 22):** Ridership goals focus on increasing transit ridership through TOD investments. This is reflected in Met Council TOD Policy Goal 4.
- **Environmental Sustainability (8 of 22):** Sustainability goals align TOD efforts with climate goals and emphasize the climate benefits to increased transit ridership, decreased car usage, and development density. Massachusetts Bay Transportation Authority’s (MBTA, transit agency in Boston, MA) TOD policy states the agency will strongly encourage TOD projects to meet LEED

Silver green building standards and additional resiliency measures in coastal locations ([MBTA 2017](#)).

- **Equitable Outcome (7 of 22):** Equitable Outcome goals encourage a focus on investment equity, as LA Metro’s policy typifies; “ensure transportation investments and planning processes consider local cultural and historical contexts and improve social, economic, health, and safety outcomes that serve and benefit local, disadvantaged and underrepresented communities” ([LA Metro 2018](#)). This is reflected in Met Council TOD Policy Goal 3.
- **Local Economy and Business (6 of 22):** Agencies with Local Economy and Business goals emphasize TOD as an opportunity to invest in the local economy and increase access to employment, education, and services. This is reflected in Met Council TOD Policy Goals 1 and 2.
- **Transit Safety (2 of 22):** Transit safety goals, like multimodal transportation choice goals, focus on TOD connectivity and creating safe, accessible, and welcoming station areas. TriMet’s “Safe, Vibrant, and Accessible” goal states that “transit-oriented development should create accessible and vibrant station areas by providing community-oriented services in safe places where anyone who chooses can live, work, and visit” ([TriMet 2023](#)).

### **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

The Met Council’s TOD policy goals fall into the Complete Communities (Goal 1), Local Economy and Business (Goals 1 and 2), Multimodal Transportation Choice (Goal 3), Equitable Outcomes (Goal 3), Value Added (Goal 4), and Ridership (Goal 4) categories. Two of the Council’s four TOD policy goals fall within the top 5 most common goal categories: Multimodal Transportation and Complete Communities. The other top-5 categories not captured in Met Council’s TOD policy are Value-Added, Affordability and Collaboration goals. The Council’s other two goals fall in lower frequency categories as compared to peer agencies.

## **Program Components**

TOD programs function differently at MPOs and transit agencies because these organizations serve different purposes, have different legal authorities and funding structures, and operate at different scales. In practice, this results in different approaches to TOD policymaking. Table 3 depicts the frequency of program subcomponents across both types of organization.

**Table 3: TOD Program (Sub)Component Frequency**

Program (Sub)Component	MPOs	TAs	Combined Total and %
Communication, Convening, and Coordination	10 (33%)	7 (23%)	17 (32%)
Internal/External Resource Hubs	8 (30%)	5 (19%)	13 (25%)
Coordination Groups	4 (11%)	3 (12%)	7 (13%)
News Hubs	0 (0%)	3 (12%)	3 (6%)
Data and Technical Assistance Tools	12 (44%)	12 (46%)	24 (45%)
Data Tools	6 (22%)	5 (19%)	11 (21%)
Technical Assistance	6 (22%)	10 (38%)	16 (30%)
Development on Agency Land	1 (4%)	23 (85%)	24 (45%)
Participant in Development	1 (4%)	23 (85%)	24 (45%)
Policy for (Joint) Development	0 (0%)	19 (73%)	19 (36%)
Potential TOD Site Inventory	0 (0%)	8 (31%)	8 (15%)
Evaluation and Project Reporting	1 (4%)	10 (38%)	11 (21%)
Grant Programs	17 (63%)	9 (35%)	26 (49%)
Land Use Guidance	10 (37%)	20 (77%)	30 (57%)
Station Area Analysis	7 (26%)	13 (50%)	20 (38%)
Density/ Design	3 (11%)	16 (62%)	19 (36%)
Policy Toolkits	4 (15%)	7 (27%)	11 (21%)
Zoning Resources	3 (11%)	6 (23%)	9 (17%)
Other	-	-	-
TOD Website	8 (30%)	21 (81%)	29 (55%)
TOD Policy	2 (7%)	14 (54%)	16 (30%)

Note: Subcomponent totals do not add to 100%, due to duplicated counts. Main component totals are unique counts. The Met Council and Metro Transit are not included in this table.

Table 3 indicates that few MPOs have adopted TOD policies; only one of the studied MPOs (4%) aside from the Met Council has a publicly accessible TOD program policy. TOD is instead supported primarily through funding, with seventeen organizations (63%) having TOD-related grant programs. A smaller proportion of studied organizations support TOD through other means. Twelve MPOs (44%) have data and technical assistance tools, and ten organizations (33%) have established communication, convening, and coordination methods or land use guidance resources. Only one MPO (4%) develops TOD on agency land, Oregon Metro in Portland, OR. Oregon Metro differs, like the Met Council, from the majority of MPOs that are primarily transportation planning organizations; Metro has broader authorities in other areas including waste disposal, housing, land use, green space, and transportation. This organization is also the only MPO that has project evaluation or reporting. Oregon Metro does not have a publicly accessible policy guiding development.

Transit agencies are more diverse in their TOD approach than MPOs. A clear indication of the different role of these agencies in TOD implementation is that most agencies pursue development on agency land (twenty-three agencies, 85%). TOD policies are more frequently found at transit agencies as well, with fourteen agencies (54%) having TOD program policies and fifteen (58%) having policies specifically outlining development standards and processes. Twenty agencies (77%) provide land use guidance related to TOD and nine programs (35%) have TOD related grants. Overall, the frequency of all but four program subcomponents is higher at transit agencies than it is at MPOs. The only exceptions include communication groups, data tools, grant programs, and resource hubs.

The following sections detail how MPOs and transit agencies around the United States realize the goals laid out in their TOD policy through six major TOD program components. Underneath the heading of each program component, the Met Council's TOD program is benchmarked against the other agencies in the catalog as:

- **Behind the curve ↘:** Met Council does less than most other programs in the catalog
- **Center of the curve ↔:** Met Council does about the same as other programs in the catalog
- **Leading the curve ↗:** Met Council does more than most other programs in the catalog

These benchmarks are subjective and based on how comprehensively Met Council's TOD program addresses the program component. Program highlights from agencies that are ahead of the curve are highlighted for each program component.

It is important to note the findings in this report are inexhaustive: organizations likely have internal resources, coordination techniques, and other TOD program components not captured in this catalog due to certain organizational practices not being available publicly.

## 1. Communication, Convening and Coordination

17 of 53 agencies catalogued engage in formal methods of TOD communications, convening and coordination. Common activities include resource hubs for internally and externally created research, cross-departmental and jurisdictional coordination groups, and TOD newsletters. 33% of studied MPOs have publicly available evidence of one or more of these activities compared to 23% of the transit agencies.

### Resource Hubs

The most commonly occurring communication technique in this sample of organizations is resource hubs. Resource hubs are libraries of concentrated TOD related resources created both internally and externally. Eight MPOs (30%) and five transit agencies (19%) have resource hubs, including the Met Council.

### Coordination Groups

Four MPOs (11%) and three transit agencies (12%) include information on TOD coordination groups at their organizations. Each of the transit agencies with a coordination group has a similar structure to Met Council's internal TOD working group. At MPOs, coordination groups are cross-sectoral. For example, Puget Sound Regional Council (PSRC, MPO in Seattle, WA) has a Regional Transit-Oriented Development Committee, [RTOD Committee](#), which is comprised of members representing different interests in regional TOD efforts—these interests include member cities and counties, transit agencies, housing organizations, community/environment, developers and real estate, and the Growth Management Policy Board. The committee meets quarterly to discuss TOD studies being conducted, relevant legislation and policy changes, and planning projects related

### Promising Practice

Puget Sound Regional Council's [Regional TOD Committee](#) is comprised of members representing different interests in regional TOD efforts—these interests include member cities and counties, transit agencies, housing organizations, community and environment, developers and real estate, and the Growth Management Policy Board. The committee meets quarterly to discuss TOD studies being conducted, relevant legislation and policy changes, and planning projects related to TOD.

to TOD. The [Land Use/Transportation Task Force](#) at the North Central Texas Council of Governments (NCTCOG, MPO in Arlington, TX) fills a similar role as a space for local governments to discuss land use and transportation system integration.

### Newsletters

The final aspect of communication, convening, and coordination of note is TOD newsletters. Zero MPOs and three transit agencies (12%) have periodic newsletters for TOD-related matters. NJ Transit's [Transit Friendly Newsletter](#) is an exemplary model for TOD news sharing, as it is updated weekly with TOD articles and updates from around the country which highlight important legislation updates and projects. The newsletter is also a hub for TOD learning, with links to countless webinars and resources on different topics like equitable TOD, financing TOD, value capture, and form-based zoning. The staff of the newsletter also publish their own research on the site.

#### ↔ Met Council Communication, Convening, and Coordination: Center of the Curve

The Council's TOD office has a TOD library that includes internal reports on TOD-supportive zoning, Development Trends Along Transit data and reporting, and other TOD-related topics. The library also provides numerous National Association of City Transportation Officials (NACTO), FTA, and other national TOD resources in line with what is included in resource hubs at peer agencies. However, these resources are largely unchanging. Taking cues from NJ Transit in their robust approach to information sharing would allow regional partners and interested community members to be more engaged and up-to-date on TOD efforts in the Twin Cities metro region.

The Council's internal working group brings staff from different organizational divisions together for TOD-related activities and information-sharing. Prior to the COVID-19 Pandemic, the TOD office hosted annual TOD forums for local TOD partners, but today the Council does not have a recurring method of convening TOD stakeholders outside of the organization. Establishing an external group or committee dedicated to TOD could improve communication and coordination in the region.

## 2. Data Tools and Technical Assistance

Data tools and technical assistance are important resources for regional partners to assist jurisdictions in the TOD and station area planning process. Roughly one-fifth of studied MPOs and transit agencies have TOD-related data tools. Over half of MPOs in the large population category have these resources, compared to 10% and 0% in the middle and low categories, respectively. There are no identifiable trends in the presence of data tools in the catalog of transit agencies. Technical assistance for TOD-related activities is offered by roughly 20% of MPOs and 38% of transit agencies. Technical assistance is seen more frequently at MPOs and transit agencies in more populous and fragmented metropolitan areas, which is to be expected as there may be greater staff capacity for assistance at larger organizations. Data tools in this sample of organizations fall into three major categories: station area data applications, development trackers, and anti-displacement data tools.

## Station Area Data Applications

The most common type of data tool is station area data applications. Found both at MPOs and transit agencies, station area data apps help TOD partners ensure continuity and verifiability of the data sources needed to prepare analysis for planning projects in transit areas. An exemplar of this type of tool is NJ Transit's [Transit Friendly Data Application](#) which allows users to map, report, and download spatial data for real estate development, flood exposure, public transit, land use, and demographics in different jurisdictions and transit corridors. NJ Transit's tool also allows users to digitally site new transit lines and stations and prepares demographic and socioeconomic data for the planned investments. Greater Cleveland Regional Transit Authority (GCRTA, transit agency in Cleveland, OH) and the City of Cleveland translated demographic and economic data in transit corridors to a [TOD scoring index](#), creating an interactive data application that shows TOD readiness or potential in the region. Other agencies, such as [Metropolitan Transit System](#) (MTS, transit agency in San Diego, CA) and the [Transportation Planning Board](#) (TPB, MPO in Washington D.C.) in Washington D.C., focus their data tools on the demographics of equity priority areas, akin to the Minnesota Pollution Control Agency's [Environmental Justice Areas](#) or the State's [Opportunity Zones](#), as they intersect with transit infrastructure. CapMetro (transit agency in Austin, TX) has an [Equitable TOD Priority Tool](#) that identifies station typologies for the region and gives individualized policy recommendations based on their typology and Complete Communities data; Complete Communities data refers to data on affordable housing, employment opportunity, community resources, businesses, transit ridership, and land use.

## Development Trackers

Four organizations have development data tools like Metro Transit's Development Trends Along Transit (DTAT) web application. However, each of these tools looks at a different aspect of development. NCTCOG's [TOD Map](#) catalogs transit-adjacent developments, providing information on land use type, housing units, and funding sources as applicable. Each of the developments on this page are rated in terms of TOD design based on seven criteria. The [TOD Property Dataset](#) at the Regional Transportation District (RTD) Denver, transit agency in Denver, CO) is a spreadsheet of existing and planned projects in transit corridors. Information for housing, commercial, and parking production is available for each project. Financial information is limited in this catalog. The Miami-Dade Transportation Planning Organization's (MDTPO, MPO of Miami, FL) [TOC dashboards](#) do not provide individual project details. Instead, information such as residential units by street block, floor area by land use, and jobs by industry sector are tracked in the region. There is no financial information included in MDTPO's dashboards. Washington Metropolitan Area Transit Authority's (WMATA, transit agency in Washington D.C.) [Ridership Impact Tool](#) allows users to model the ridership and revenue impact of potential developments along transit. In this tool, users can input a potential development along

### Promising Practice

CapMetro, the transit agency of Austin, TX, has a [Displacement Risk Dashboard](#) that is part of a larger station conditions analysis web app that concentrates station area data on people, infrastructure, environment, and growth. The displacement risk data classifies areas as active displacement, chronic displacement, vulnerable, and historical exclusion zones based on current and historical demographic and market conditions data.

The Data Axle U.S. consumer database is being used by multiple agencies to develop displacement analyses. The database enables researchers to track household movement in and out of transit zones and assess residential mobility around redevelopment areas. Local business data can also be extracted from Data Axle's resources.

with square footage of retail and office space and residential units and forecast how such a development would impact the region.

### *Anti-Displacement Data Tools*

CapMetro's [Displacement Risk Dashboard](#) exemplifies an important part of what is missing in most TOD programs. The dashboard is part of a larger station conditions analysis web app that concentrates station area data on people, infrastructure, environment, and growth. The displacement risk data classifies areas as active displacement, chronic displacement, vulnerable, and historical exclusion zones based on current and historical demographic and market conditions data. Research being conducted by the University of Utah and the University of New Orleans, in association with local governmental partners, on "Gentrification, Displacement, and GHG Emissions at Transit-Oriented Communities" analyzes the effect of transit investments in Salt Lake City, Utah, on gentrification and displacement ([University of New Orleans 2023](#)). While not a public data tool, this research exemplifies an innovative approach to assessing displacement near transit using Data Axle consumer data. The Data Axle U.S. consumer database is updated monthly and provides household-level data on a variety of topics. Importantly, Data Axle's database enables researchers to track household movement within and without transit zones and assess residential mobility around redevelopment areas. CapMetro uses the same database for its Jobs and Businesses analysis in their conditions analysis dashboard.

#### ↔ Met Council's Data Tools and Technical Assistance: Center of the Curve

The Met Council's data tools include the Development Trends Along Transit (DTAT) Web App and a Public Parcels Along Transit Map that displays land owned by different governmental and public entities in the Twin Cities metro. The DTAT web app allows users to view building permit values for different types of development near high-frequency transit corridors and users can filter by use, permit year, and transit line as well as download data for their own analysis from the application.

The financial focus of the DTAT is unique to the Council's approach to development data tools. However, the demographic and environmental data characteristic of other agencies' data tools is absent from Met Council's TOD resources. This data is present in the Council's Local Planning Handbook (LPH), which is a resource for local jurisdictions in preparing their comprehensive plans, but this data is not spatialized at the station area level. Integrating LPH and TOD data resources would align the Council's data tools with those at peer agencies. Analyzing station level data through TOD design standards like NCTCOG or a TOD scoring index like GCRTA would add further detail to these resources. Additionally, the Council is on course to begin displacement risk analysis using Data Axle's consumer file and should draw on the work in Salt Lake City, UT and Austin, TX as models for linking anti-displacement efforts with transit-oriented development.

## 3. Development on Agency Land

85% of catalogued transit agencies conduct redevelopment activities on land they own. Many agencies do so in part because there is a direct financial and programmatic incentive through the Federal Transit Administration (FTA) Joint Development process.

Nineteen of twenty-three transit agencies engaged in joint development have publicly-accessible policies that guide their redevelopment priorities. Compared to transit agencies, it is rare for MPOs to conduct redevelopment activities on agency-owned land. Only one MPO engages in redevelopment on agency-owned land, Oregon Metro. Of the organizations with guidelines for TOD on public land, expectations for development differ significantly. Table 4 displays the standards and requirements for agency-owned development projects as defined in the publicly available policy documents.

**Table 2: Policy Requirements for Agencies with a Publicly Available TOD Development Policy**

Transit Agency	Lease/sale preference	% Affordable Housing Units Required	Affordability Determination	Sustainability Standard	Developer Preference	Land Assembly	Revenue Uses
BART, CA	Ground Lease (GL)	35% across TOD portfolio, provide up to 60% discount in ground lease for 35% affordable in a single project	Very low (<50% AMI), low (51-80% AMI), transit-dependent	Silent	Silent	Silent	Reinvest in TOD Program
CapMetro, TX	Silent	Silent, policy states projects are prioritized that minimize agency's financial commitment/risk	Silent	Silent	Exclusively Non-Profits and CBOs (Anti-Displacement)	TOD is considered in the land acquisition for transit purposes	Silent
CATS, NC	Policy only discusses sale	Silent	Silent	Silent	Silent	Silent	Silent
GCRTA, OH	GL	Silent	Silent	Silent	Silent	TOD considered in the land acquisition for transit purposes	Silent
LA Metro, CA	GL	> 25%, Goal of 100%	Below 80% AMI	Silent	Must include CBOs as feasible	TOD considered in corridor planning, inclusion of TOD staff in land acquisition for transit purposes	Reinvest in TOC activities
MARTA, GA	GL	> 20%, case-by-case	60-80% AMI	Adhere to ASBO, allow additional density to exceed ASBO standards	Silent	Silent	Silent
MBTA, MA	GL	>20%, case-by-case	60-100% AMI	Strongly encourages LEED Silver	Encourages non-profit participation	Vague affirmation in policy	Silent
MTA Harris County, TX	GL	Case-by-case	Silent	Silent	Silent	Unclear, policy says Metro can pursue JD on non-Metro land	Goal of revenue neutrality (reinvest in TOD Program)
MTS, CA	GL	> 20% affordable, highest possible density in development	<50% AMI and <80% AMI, deed restricted	Consistent with California GHG reduction goals	Silent	Silent	Silent
NJ Transit, NJ	GL	> 20%	50-80% AMI	Adherence with NJ Transit's Sustainability Plan	Silent	2024 Policy statement pushes for strategic land acquisition and joint ventures	Portion reinvested in station area
PRT, PA	GL	Silent	Silent	Silent	Silent	Silent	Reinvested in operating budget
RTD Denver, CO	GL	> 35%, reduce purchase price/rent for more affordability	60% AMI	Silent	Silent	No Authority	Silent

Transit Agency	Lease/sale preference	% Affordable Housing Units Required	Affordability Determination	Sustainability Standard	Developer Preference	Land Assembly	Revenue Uses
SEPTA, PA	GL	Case-by-case	Silent	Silent	Silent	Silent	Silent
Sound Transit, WA	Silent	80-80-80 policy: 80% of units	80-80-80: 80% AMI	Green building standards, shared utilities, site-specific measures	Development opportunity first offered to local govt, housing authorities, and non-profits	TOD considered in land acquisition for transit purposes, evidence of acquisition at Capitol Hill Station. TODLAP investment	Silent
TriMet, OR	GL	30% across TOD portfolio	Below 60% AMI	Silent	Silent	Vague affirmation in policy	Portion retained for future TOD opportunities
UTA, UT	GL	Subject to applicable station area plan	Silent	Silent	Silent	Silent	Revenue from sale or refinancing retained for future TOD capital expenses
VTA, CA	GL	> 25% per project, goal of 40% across TOD portfolio. Scoring points increased if exceeded	60% AMI, 50% of affordable units affordable below 50% AMI	Adherence with VTA Green Building and Sustainable Landscape Policies	Silent	Silent	Silent
WMATA, DC	GL	Subject to local standards/law	Silent	Subject to local law, if none exists, must meet LEED Silver	Silent	Any acquisition will be bought by the developer	Invested in WMATA operating budget
Oregon Metro, OR *MPO	Silent	> 50% (80% AMI) or >25% (60% AMI)	80% or 60% AMI (see left)	<1 parking spot per unit, bonus grant money offered if project demonstrates other, specified, climate-friendly thresholds.	At least 20% of construction costs must be performed by COBID-certified firms	Land acquisition is part of the TOD program	Silent

### Ground Lease or Land Sale

Fifteen policies explicitly call out ground leasing land as preferable to sale. Ground leasing is widely preferred because maintaining control of excess land creates an ongoing form of revenue generation and assures future land use remains transit supportive. Land near transit is valuable, especially as transit improvements are made. Releasing land near transit to the private market without restrictions likely means the land will appreciate more quickly than it would if held in public trust. FTA guidance for FTA-assisted joint development requires transit agencies to maintain “satisfactory continuing control” of the land for projects using FTA funding; “project property will remain available to be used for its originally authorized purpose throughout its useful life or until disposition” ([FTA 2024, I-4](#)).

### Affordability Requirements and Incentives

Requirements for affordable housing in joint development projects vary across agencies, with some determining expectations across a TOD portfolio and others determining them for individual projects. Certain agencies including BART, RTD Denver, and VTA offer incentives for projects to exceed affordability

## Promising Practice

Sound Transit, the transit agency of Seattle, WA, has a joint development policy that is consistent with state statute [RCW 81.112.350](#), which requires the agency adhere to the 80/80/80 policy; this policy requires eighty percent of surplus property suitable for housing be offered to qualified entities that agree to make eighty percent of housing units onsite affordable to households making eighty percent of the area median income (AMI). As part of this law, Sound Transit’s policy additionally requires that development opportunities on excess land be first offered to public and non-profit development organizations prior to opening RFPs to for-profit developers.

Oregon Metro’s TOD program is administered as a grant program that provides funding for projects on and off agency land. In this program, applicants are required to meet certain affordability, hiring, and parking goals. In addition to these requirements, applicants can receive additional funding if “Innovation Bonus Criteria” are met by a project. These criteria fall into three categories including racial equity, climate leadership, and efficient housing development bonuses. See bonus criteria [here](#).

requirements. In the BART example, land is able to be leased at up to 60% below market value if affordable housing projects exceed requirements ([BART 2020](#)). The affordability requirements of Sound Transit (transit agency of Seattle, WA) are consistent with state statute [RCW 81.112.350](#), which requires the agency adhere to the 80/80/80 policy; this policy requires eighty percent of surplus property suitable for housing be first offered to qualified entities who agree to make eighty percent of housing units onsite affordable to households making eighty percent of the area median income (AMI). Another notable requirement comes from LA Metro, where Neighborhood AMI cutoffs are used to determine affordability standards when Neighborhood AMI is lower than County AMI ([LA Metro 2024, 5](#)). At other agencies, AMI is consistently measured at the county or metropolitan region level, as is the case in Met Council’s determination ([Met Council 2025](#)). While affordability requirements differ, most policies, unlike Met Council’s, have explicit expectations for development on public land.

## Sustainability Standards

Most agencies use local sustainability requirements to guide TOD standards. However, Oregon Metro’s program—which is administered as a grant program that provides funding for projects on and off agency land—requires applicant developments to have a parking ratio less than one space per unit. Applicants can unlock additional funding if other climate-friendly considerations are included in the project.

## Developer Preference

Some agencies have requirements for the inclusion of different organizational types in development processes. For example, LA Metro requires that community-based organizations be involved as development or community partners in project scoping, design, and programming activities ([LA Metro 2024, 7](#)). LA Metro’s JD Policy also requires developers to provide opportunities for certified Small Business Enterprises (SBEs), Disadvantaged Business

Enterprises (DBEs), and Disabled Veterans Business Enterprises (DVBEs) to partner on JD projects (*ibid*). Oregon Metro’s program requires at least 20% of construction work be done by businesses certified by the state’s Certification Office for Business Inclusion and Diversity (COBID) ([Oregon Metro, accessed 2025](#)). Sound Transit’s 80/80/80 policy requires development opportunities to first be offered to public and non-profit development organizations prior to opening RFPs to for-profit developers. While disconnected from TOD and JD efforts, the Met Council aims to achieve 30% of procurement spent with Metropolitan Council

Underutilized Businesses (MCUB) and DBEs ([Met Council 2021, 2](#)). Setting a similar standard for development procedures would put the Council in line with these other agencies.

### *Land Assembly*

In this sample of peer agency policies, TOD opportunities are often a consideration in the land acquisition process for transit expansion projects; few programs allow for land assemblage specifically for TOD purposes. In the case of WMATA, program guidelines state that in the event WMATA's site cannot be developed without land assemblage, developers must acquire the adjacent land prior to the conveyance of WMATA property for the project ([WMATA 2025, 7](#)). The only organization in this study that actively acquires land as part its TOD program is Oregon Metro. Sound Transit additionally contributes to the Washington State Housing Finance Commission's Land Acquisition Program. Their \$20 million contribution (TODLAP), made in five installments of \$4 million every five years, created a revolving loan fund meant to support land acquisition for both multi- and single-family projects affordable to households at or below 80% AMI ([Sound Transit, accessed 2025](#)).

### *Revenue Uses*

At BART, LA Metro, NJ Transit, TriMet, and Utah Transit Authority (UTA, transit agency of Salt Lake City, UT), revenue collected from joint development projects is reinvested in TOD program funds. At other agencies, revenue use is not mentioned in development policy or the revenue collected is used broadly in the operating expenses of the transit agency. Reinvesting revenue from projects into TOD activities is an important way to make TOD programs financially viable and sustainable through political and economic changes.

#### ✍ Met Council's Development on Agency Land: Behind the Curve

The Met Council does not have a joint development framework, despite the TOD policy calling for the establishment of one. Joint development frameworks at peer agencies are not uniform, but the Council can draw on different aspects of these policies to develop a leading program for development along transit. Based on the policies of peer agencies, the following takeaways should be considered in the Council's development policy:

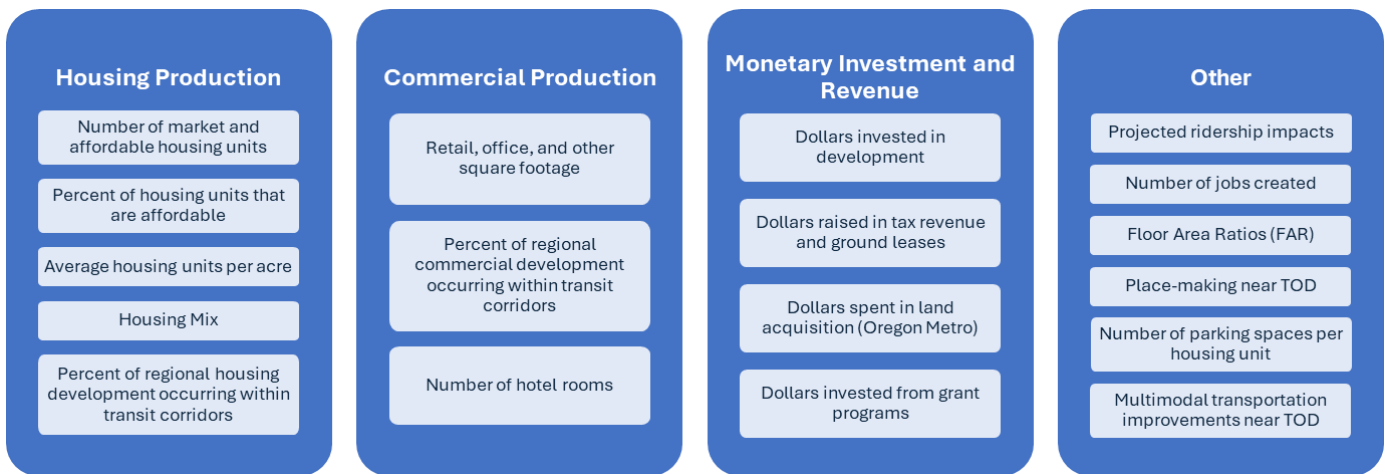
1. Ground leasing is preferred over land sale.
2. Set affordability requirements for agency TOD—requirements can be portfolio-wide or at the project level.
3. Affordability for different income levels should be discussed, along with how these levels are determined.
4. Sustainability requirements are often determined by local standards, but regional agencies can lead climate resiliency efforts by setting strict regional standards for joint development building efficiency and encouraging the inclusion of climate-mitigating measures (including lowered parking minimums and green infrastructure requirements).

5. Consider employing development incentives such as reductions in rent/purchase price for projects that exceed affordability and sustainability standards.
6. Align agency-wide inclusive hiring standards with development processes near transit.
7. Clearly define uses for TOD revenue in policy. Examples for TOD revenue use include reinvestment in the TOD program in the form of additional grant or development dollars, investment in the development's station area for other improvements, or investment into wider agency operating or capital budgets.

## 4. Evaluation and Project Reporting

Eleven transit agencies (38%) track TOD investments using formal evaluation or project reporting techniques, compared to one MPO, Oregon Metro. The evaluation and reporting criteria used by these agencies is summarized in Figure 1. See Appendix D for agency-specific evaluation techniques.

**Figure 1: TOD Project Evaluation and Reporting Criteria**



Eight organizations publish recurring progress reports while others maintain dashboards that track development progress. The most commonly tracked project characteristics include metrics for quantifying housing and commercial production. Some agencies go further in their reporting, as in Kansas City Area Transit Authority's (KCATA, transit agency of Kansas City, MO) [development profiles](#). These profiles project anticipated ridership impacts, future revenue, and the economic impact of individual development projects. Oregon Metro's [2025 Annual TOD Report](#) similarly tracks ridership impacts and financial information. Of the twelve organizations with formal reporting, only four track revenue from TOD projects.

Only one agency, Pittsburgh Regional Transit (PRT, transit agency of Pittsburgh, PA), has a formal method of *evaluating* TOD in their region. Project tracking is instead primarily used as a reporting method and a way to raise public awareness for TOD activities. PRT's [Five Year TOD Evaluation in Allegheny County](#) assesses ridership, population, housing, and employment change in station areas in Allegheny County, Pennsylvania. This analysis does not evaluate individual TOD projects, instead focusing analysis at the station level. CapMetro's forthcoming [TOD Guidebook](#) introduces five "TOD Outcomes for Success". These categories include real estate development, community benefit, transit, direct revenue, and indirect

revenue metrics. Dallas Area Rapid Transit (DART, transit agency of Dallas, TX), like the Met Council in its DTAT, studies development trends along transit in its publication of the “[25 Years of DART Transit-Oriented Development](#)” report prepared by the University of North Texas. This report studies the economic, employment, and fiscal impacts of development within one-quarter mile of DART light rail stations. Unlike the DTAT, DART’s resource reports revenues generated by these projects and residential rental rates and premiums for housing near transit. Chicago Metropolitan Agency for Planning (CMAP, MPO of Chicago, IL) does not develop TOD itself, but the organization published an [Infill and TOD Snapshot Report](#) as part of their On To 2050 comprehensive planning efforts which discusses how infill development and TOD have progressed in the region since 2000. The report assesses where development has been concentrated (in highly versus minimally-infill supportive areas) and how much development has occurred in transit corridors. Importantly, the report also looks at population change and job growth in these areas to bolster analysis of the effect increased infill and transit-oriented development has had in the region. This report offers similar regional analysis to the Council’s Development Trends Along Transit Report but goes further in understanding the effects of development on users and residents through its population and employment analysis.

## Promising Practice

CapMetro’s forthcoming [TOD Guidebook](#) introduces five TOD Outcomes for Success:

1. Real estate development
2. Community Benefit
3. Transit
4. Direct Revenue
5. Indirect Revenue

Dallas Area Rapid Transit’s “25 Years of DART Transit-Oriented Development” report studies the economic, employment, and fiscal impacts of development within one-quarter mile of DART light rail stations. Unlike the Council’s DTAT, DART’s resource reports revenues generated by these projects and residential rental rates and premiums for housing near transit.

## ↔ Met Council’s Evaluation and Project Reporting: Center of the Curve

The Met Council publishes project summaries for TOD projects issued funding through the Livable Communities Demonstration Account Transit-Oriented Development Grant ([LCDA-TOD](#)) program. These summaries list proposed jobs, affordable and market rate housing units, and parking stalls created along with density information and reasons for support. Aside from projects issued grant dollars, the Council does not have a systematic way of evaluating development projects near transit.

However, the annual [Development Trends Along Transit Report](#) published by Metro Transit’s TOD office is an important method of investment reporting for the region. The DTAT reports the share of development in four categories—residential, commercial, public and institutional, and industrial—that has occurred near transit since tracking began in 2009, permit values, and locations of planned developments. Different levels of affordability are individually studied within the residential category. The DTAT does not provide project-level analysis or evaluation criteria to assess developments, but the report is integral to understanding broader trends in TOD in the region.

While the Met Council and Metro Transit each have methods of reporting for development near transit, they are fragmented across the organization and do not evaluate TOD project successes. TOD evaluation metrics are integral to defining priorities and best practices for development near transit.

## 5. Grant Programs

TOD-related grants are the most common aspect of TOD support among MPOs in the catalog. Seventeen (63%) MPOs have TOD-related grant programs compared to nine (35%) transit agencies. Grant programs are prevalent in more fragmented and populous metropolitan areas. Only two Southern MPOs (33%) have grant programs compared to six (75%) Midwestern MPOs, including the Met Council. The only notable pattern in grants at transit agencies is that most agencies with a grant program are in the large category for transit service area, which follows that there may be more transit-oriented development in these regions as the transit systems are more robust.

Three components of TOD grant programs were tracked as part of this analysis. These components include TOD exclusivity (i.e. only TOD projects can apply), eligible project types, and funding sources. The makeup of MPO grants is depicted in Table 5. The makeup of transit agency grants is depicted in Table 6.

### MPO Grant Programs

**Table 5.1: MPO Grant Program TOD Exclusivity**

TOD Exclusivity	MPO Grants	% MPOs with a grant
Exclusively TOD	3	18%
TOD is Prioritized	1	6%
Not Exclusively TOD (Excluding TOD Prioritized)	12	71%

**Table 5.2: MPO Grant Program Eligible Project Types**

Funding Eligibility	MPO Grants	% MPOs with a grant
Capital Funding	3	18%
Pre-Development Funding	3	18%
Planning (Excluding Zoning) Funding	7	41%
Planning (Including Zoning Support) Funding	8	47%

**Table 5.3: MPO Grant Program Funding Sources**

Funding Sources (Not Mutually Exclusive)	MPO Grants	% MPOs with a grant
Federal Dollars	9	53%
State Dollars	7	41%
Local (Sales Tax) Dollars	5	29%
Toll Revenue	2	12%
Local Match Required	6	35%
Staff Time, No Funding	3	18%
Unknown	3	18%

Note: The Met Council's LCDA-TOD grant program is not included in these tables.

Of the seventeen MPOs with a TOD-supportive grant program, four have more than one applicable program. The majority of TOD grant programs (13 or 77%) at MPOs are not TOD exclusive, meaning projects outside of the TOD field are eligible to apply in addition to TOD projects. Only one grant program prioritizes TOD in scoring criteria. Most are either vague in their selection criteria or include TOD as just one applicable grant area. Over half of grant programs offer funding for planning projects compared to three programs that offer site-specific pre-development or capital funding. There are some grant programs that include funding for multiple project types, but the overwhelming majority of MPO grants are solely available for planning projects. Planning funding includes activities such as station-area

### Promising Practice

The Regional Early Action Planning (REAP) is a state-administered grant program in its second cycle in California. The Southern California Association of Governments is receiving roughly \$231.5 million in grant dollars in this cycle. [REAP 2.0](#) funding is specifically focused on urban infill projects and has three program areas: Programs to Accelerate Transformative Housing (PATH), Transformative Partnership, and Early Program Initiatives. Each of these areas focuses on different parts of the implementation process including capital improvements, travel demand management studies, multimodal infrastructural improvements, and affordable housing ordinance assistance. This program is unique in its breadth and strong focus on the integration of housing and climate goals.

planning, TOD housing or economic feasibility plans, master plans, and transit and land use connection plans. Pre-development projects refer to design, funding studies, and preliminary engineering. Capital funding includes land acquisition, capital improvements, and construction costs.

Funding sources for MPO grant programs differ; at least nine draw from federal Surface Transportation Block Grant dollars and other federal sources, others utilize toll revenues and state funding. A few programs have pre-approved consultant lists that do the planning work of approved municipalities. Most grant programs issue grant awards to municipalities themselves, but two funnel funding directly to consultants. Local match funds—the percentage of the project cost that must be funded through local dollars—are required in six programs. Three programs do not provide any funding. Instead, these programs are application-based technical assistance programs that award municipalities with staff time instead of funding for consultant time.

The Regional Early Action Planning (REAP) grant program is a state-led program in its second cycle in California, and it is an leading example for TOD grant programs. The Southern California Association of Governments (SCAG, MPO of Los Angeles, CA) is receiving roughly \$231.5 million in grant dollars in this cycle. [REAP 2.0](#) funding is specifically focused on urban infill projects and has three program areas: Programs to Accelerate Transformative Housing (PATH), Transformative Partnership, and Early Program Initiatives.

Each of these areas focuses on different parts of the implementation process including capital improvements, travel demand management studies, multimodal infrastructural improvements, and affordable housing ordinance assistance. This program is unique in its breadth and strong focus on the integration of housing and climate goals.

## Transit Agency Grant Programs

**Table 6.1: Transit Agency Program TOD Exclusivity**

TOD Exclusivity	TA Grants	% TAs with a grant
Exclusively TOD	7	78%
TOD is Prioritized	1	11%
Not Exclusively TOD (Excluding TOD Prioritized)	2	22%

**Table 6.2: Transit Agency Program Eligible Project Types**

Funding Eligibility	TA Grants	% TAs with a grant
Capital Funding	7	78%
Pre-Development Funding	2	22%
Planning (Excluding Zoning) Funding	0	0%
Planning (Including Zoning Support) Funding	1	11%

**Table 6.3: Transit Agency Program Funding Sources**

Funding Source	TA Grants	% TAs with a grant
Federal Dollars	3	33%
State Dollars	1	11%
Local (Sales Tax) Dollars	6	67%
Toll Revenue	0	0%
Local Match Required	0	0%
Staff Time, No Funding	0	0%
Unknown	2	22%

Only nine of the catalogued transit agencies have TOD-related grant programs. Unlike MPO grant programs, most grant programs are exclusive to TOD-related activities—seven of the programs are exclusively for TOD activities compared to just three MPO programs. Additionally, seven of the nine programs provide capital funding. Four of the programs included here are dedicated to land acquisition for TOD. CapMetro and the City of Austin’s [Anti-Displacement Community Acquisition Program](#) (ADCAP) program is part of Project Connect, a collection of transit investments and improvements in Austin, Texas. Through the ADCAP program, non-profit developers can apply for zero interest forgivable or non-forgivable loans to purchase land for affordable housing construction in displacement risk zones. Sound Transit’s \$20 million contribution to the Washington State Housing Finance Commission’s [Land Acquisition Program](#) (TODLAP) is similarly focused on land acquisition for affordable housing specifically in transit zones. Funding for TOD grants at transit agencies in this catalog primarily derives from local and regional dollars. Specifically, revenue from regional sales taxes provide significant financial backing for a number of these programs.

### Promising Practice

CapMetro’s [Anti-Displacement Community Acquisition Program](#) (ADCAP) is part of Project Connect, a collection of transit investments and improvements in Austin, TX. Through ADCAP, non-profit developers can apply for zero interest forgivable or non-forgivable loans to purchase land for affordable housing in displacement risk zones.

Sound Transit’s \$20 million contribution to the Washington State Housing Finance Commission’s [Land Acquisition Program](#) (TODLAP) is dedicated to funding land acquisition for affordable housing specifically in transit zones.

KCATA’s START Conduit Bond Program issues bonds to developers pursuing innovative TOD projects. Criteria considered by KCATA in their project evaluations are listed [here](#). Facilities issued START bonds may be acquired or leased to KCATA, per the [START Application](#).

### ↗ Met Council’s TOD Grant Program: Ahead of the Curve

Similar to the REAP 2.0 program, the Met Council’s [Livable Communities Act](#) (LCA) grant program includes different grant areas. One of the program areas is Transit-Oriented Development (LCDA-TOD), although this grant is being folded into the larger Livable Communities Demonstration Account grant in future cycles. In future grant cycles, any project in a designated TOD area will be subject to a series of TOD questions. The LCA programs include funding for different steps in the development process, from policy development to land acquisition, and focus on different types of development. Unlike most MPO grants, LCDA-TOD grants are available for capital funding and land acquisition costs and do not require a local match.

The Met Council’s LCA grants are robust compared to TOD-related grants in peer regions. As the Council embarks on its TOD policy update, discussing other funding sources and avenues through which to formally aid jurisdictions in TOD planning and direct development could improve the program. The Council and Metro Transit can learn from its peers regarding the varied funding sources other regions use to produce TOD. Additionally, the Council could draw on partnerships such as REAP 2.0, ADCAP, or TODLAP that are not isolated at the regional level, instead working closely with cities or state programs to further TOD. Finally, while the Met Council’s LCA grants have a specific affordable housing focus,

linking TOD efforts to anti-displacement and affordable housing preservation and production as peer organizations have would ensure affordable housing is created where it can have the greatest impact: near transit.

## 6. Land Use Guidance

A common resource for TOD implementation agencies is land use guidance in the form of station area analysis, policy toolkits, density and design standards, and zoning resources. Ten MPOs (37%) have one or more of these resources compared to twenty transit agencies (77%). Seven MPOs (26%) and thirteen transit agencies (50%) have station area analyses on their TOD program webpages. Density and design standards for TOD appear at only three MPOs (11%) compared to sixteen transit agencies (62%). Four MPOs (15%) and seven transit agencies (27%) have policy toolkits. Finally, three MPOs (11%) and six transit agencies (23%) have TOD-supportive zoning guidance and analysis. There is overlap between the policy toolkits and zoning resources, as many agencies provide model TOD zoning ordinances as part of their toolkits for TOD.

### *Station Area Resources*

Station area resources vary across the catalog, but common products that fit into this category include station typologies (ten agencies), existing station conditions analyses (nine agencies), TOD prioritization documents (eight agencies), and TOD readiness analyses (three agencies). These resources provide standardized ways of studying TOD in station areas across a region in different jurisdictions. Continuity in station area planning and analysis helps maintain a clear vision and understanding of TOD benefits and potential across municipal boundaries.

#### **Promising Practice**

CapMetro's station typologies are determined by metrics of displacement and population change in station areas. The typologies are named for the development and engagement approaches that should be employed in a station area based on its typology. Typologies can be found in the [ETOD Policy Plan](#).

Station typologies are the most prevalent form of station area analysis. Station typologies are a helpful tool to organize like station areas based on factors including location, use intensity, land use, and transit connectivity. Classifying stations across a region into distinct typologies ensures stations with various functions are planned with appropriate density, land use, and development expectations. Many organizations, like the Northeast Ohio Areawide Coordinating Agency (NOACA, MPO in Cleveland, OH), organize typologies based on place type; NOACA's [place typologies](#) include classifications like Metro Core, Neighborhood Center, and Industrial/Transitional. These typologies are similar

to the Met Council's [Community Designations](#). Conversely, CapMetro's station typologies are determined by metrics of displacement and population change in station areas. The typologies are named for the development and engagement approaches that should be employed in a station area based on its typology. For example, the "Secure affordability with sensitive development" typology applies to station areas where the population has declined, residents are vulnerable to or experiencing displacement, and the station has experienced slow change. A more robust explanation of CapMetro's ETOD typologies is available in the [ETOD Policy Plan](#).

Many organizations provide specific guidance for individual station areas as opposed to typologies alone. The Regional Transit Authority of Southeast Michigan’s (RTA Detroit, transit agency in Detroit, MI) [Existing Conditions Summary](#) for the Woodward Avenue transit corridor exemplifies a robust approach to station area analysis. This report, created as part of a larger mobility-oriented development study, has three pages for each station that focus on demographic and economic context, land use and zoning, and mobility. This resource can streamline TOD and station area planning processes by organizing present and historical station area information. WMATA’s [10-Year Strategic Plan for Joint Development](#) includes a chapter on station evaluation for areas where WMATA has excess property. This evaluation is based on development potential (existing density regulations), infrastructure needs (estimated infrastructural improvement costs), and market readiness (construction types supported by current market rents). Using these evaluations and estimations of ridership impacts of future developments in a station area, WMATA sets priority stations and builds their joint development workplans from these analyses.

### *Density and Design Guidelines*

Density and design guidelines for TOD are more frequently reported at transit agencies than at MPOs. Most agencies with density and design documents organize guidelines by station typology and provide standards for buildings, public spaces, multimodal transportation support, parking, and station design. However, as land use planning is regulated usually at a local level, the guidelines set out by MPOs and transit agencies for TOD are unenforceable. Some organizations incentivize higher intensity uses and certain design elements in grant programs or joint development policies. In the case of Oregon Metro, the installment of climate-friendly features such as solar panels or green walls opens applicants of the grant program to additional funding. Moreover, agencies including BART, Metropolitan Atlanta Rapid Transit Authority (MARTA, transit agency of Atlanta, GA), RTD Denver, and VTA offer reduced ground leases, density bonuses, or higher project scoring when certain conditions for affordability or density are met (see Table 4).

Density guidelines differ across agencies. Some organizations, such as NJ Transit, Southeastern Pennsylvania Transportation Authority (SEPTA, transit agency of Philadelphia, PA), and WMATA, are vague in their recommendations. In NJ Transit’s [Transit-Friendly Planning Guide](#), recommendations for density of development in different station types is limited to “high, medium, and low” residential, commercial, and employment density. Other organizations—including MARTA, MBTA, and PRT—set specific guidelines for different typologies. [MARTA’s](#) recommended density ranges cover floor area ratio (FAR) ranges, dwelling units per acre, and height. [PRT’s](#) density guidelines cover FAR ranges, height, dwelling units per acre, housing type, parking ratio, use mix, and average block size ranges whereas MBTA’s joint [TOD guidelines](#) with the Massachusetts Department of Transportation are focused on FAR and employment density ranges. See Appendix E for the different ranges of these three organizations.

While design and density guidelines are largely unenforceable, California law gives BART land use zoning authority on BART-owned property and regulates density in TOD areas at the state level. In 2018, [Assembly Bill 2923](#) was signed into law which requires BART to use TOD zoning standards it developed in 2017 as baseline standards for BART land near stations. BART was also given authority to set higher standards than these baselines. In 2025, [Senate Bill 79](#) was signed into law. This law allows residential development projects that meet certain conditions for minimum density, height, and floor area, to be built proximately to designated transit-oriented development stations without regard to existing zoning restrictions in the area. The standards for residential developments differ based on the tier of TOD stop and whether a development would be built within one-quarter or one-half mile of a stop.

## Policy Toolkits

Several MPOs and transit agencies offer tools to guide TOD policy-making at a more local level through policy toolkits and model policy language. CapMetro's [Equitable TOD Policy Toolkit](#) summarizes nearly fifty policy suggestions to incorporate into Project Connect station-area plans. In their ETOD Priority Tool, policy recommendations from this toolkit are given to each station area. MTC's Transit-Oriented Communities program is similarly expansive, but it is unique in that the guidelines laid out in the program's policy are enforceable. In this program, local jurisdictions with land in station areas must adhere to certain policy requirements; applicability of the TOC policy to different station areas is based on certain characteristics of the station area. While many jurisdictions are mandated to follow TOC guidelines, others may opt into the program as well to be eligible for grant funding through the [One Bay Area Grant](#)

(OBAG). MTC's [TOC Policy](#) includes four policy areas that jurisdictions must adopt guidance for: minimum and allowable residential and/or commercial office densities for new development, affordable housing, parking management, and station access and circulation. For each of these topics, municipalities subject to the TOC policy must adopt standards from a predetermined list of requirements. For example, any TOC station area must adopt two of seven outlined affordable housing production policies including inclusionary zoning or streamlined entitlement processes for development in the area.

## Zoning Resources

Zoning in transit areas can either encourage or inhibit good transit-oriented development. Many organizations have developed resources to assess local zoning as well as imagine better regulations through model ordinance documents. GCRTA's [Cuyahoga County Analysis of Zoning](#) assesses whether existing zoning in transit corridors supports TOD and proposes solutions where zoning is unsupportive. Five characteristics of zoning code were analyzed in the report including mixed-use allowance, front setback, building height, lot coverage, and parking requirements. Charlotte Area Transit System (CATS, transit agency of Charlotte, NC) prepared a similar resource, the [TOD Alignment Rezoning Guide](#), in their planning for the LYNX Blue Line. The other major aspect of zoning resources is model zoning codes. GCRTA, MARTA, Wasatch Front Regional Council (WFRC, MPO of Salt Lake City, UT), and MTC have model zoning ordinances to support TOD. Specifically, these organizations have model form-based codes that municipalities can adopt to encourage density near transit. Form-based code, as defined by the [Wasatch Front Regional Council](#), places the emphasis on building form and design standards for development as opposed to minimum density or use requirements. This approach is flexible and, in the case of WFRC, more carefully embedded in local decision-making and community needs. WFRC also has a Transportation and Land Use Connection Ordinance Assistance program that offers staff time specifically for zoning analysis. Staff will identify barriers in existing code and offer recommendations to modernize and update code to meet community goals.

## Promising Practice

MTC's [TOC Policy](#) includes four policy areas that jurisdictions must adopt guidance for in order to be eligible for OBAG funding. These areas include:

1. minimum and allowable residential and/or commercial office densities for new development
2. affordable housing
3. parking management
4. station access and circulation.

For each of these areas, municipalities subject to the TOC policy must adopt standards from a predetermined list of requirements.

**Station Area Resources:** The Met Council has a [TOD Classification Tool](#) developed by Reconnecting America that organizes station areas into five categories based on nine metrics for transit orientation and market potential. This resource is from 2014 and has not been updated, and there is no evidence of this resource being used in station area planning in the region. TOD staff support cities and counties in the station area planning process through Federal TOD Pilot Planning grants, however those grants are competitive and not guaranteed. There is currently no system outside of these grants for regional involvement in local station area planning aside from technical assistance. As Metro Transit continues to build out its METRO network with funding enabled by the passage of the Metro Area Transportation Sales and Use Tax in 2023, this presents a significant area of growth for the Council's TOD program.

**Density and Design Standards:** The Met Council's Imagine 2050 plan requires cities adhere to certain [minimum density requirements in transit areas](#) based on transit type, proximity to station, and community designation. The Imagine 2050 Regional Development Guide also sets affordable housing production need allocations in every municipality in the region based on community designation and other factors. These factors are not linked to transit, but the Council requires cities to adopt minimum density requirements and zoning to meet this allocation of need. However, there is no enforcement to ensure progress on the housing allocation is made. The Met Council's [TOD Guide](#) includes design principles for TOD, but these principles are not differentiated by station typology or community designation. The Council's density and design guidance for TOD could be improved if Metro Transit, as the transit agency, took the lead in conversations about TOD supportive density and design as part of the station design process. Currently, station design is focused on platform safety and design as evidenced by the [Better Bus Stops Design Guide](#). Guidance does not address neighborhood land use and connection. Further integrating TOD design principles in planning efforts across the agency would help the investments made by the Council encourage rather than hinder TOD production.

**Policy Toolkits:** The Council does not have a policy toolkit for local governments to better support TOD, and this is a significant gap in the program as these resources are vital to the functioning of TOD programs at other levels of government.

**Zoning Guidance:** Metro Transit's TOD office published a report on [Comprehensive Land Use Planning in High Frequency Transit Corridors](#) which investigated zoning in transit corridors. The report determined whether cities were meeting or failing to meet affordable housing need with their existing zoning. Besides this resource, TOD-supportive zoning information and analysis in the region is limited. Model zoning resources like those at GCRTA, MARTA, WFRC, and MTC are important tools to support jurisdictions that may not have staff capacity to undertake zoning changes on their own. Aligning TOD zoning resources like these model ordinances with the work of the Met Council's Local Planning group would be an effective way to spread awareness for the importance of zoning in TOD implementation for the Twin Cities Metro region.

## Discussion

As the only organization in the country that serves as both a region's MPO and major transit agency, the Metropolitan Council is uniquely positioned to advance innovative TOD policy at the regional scale. While the Council meets or exceeds common program components of peer MPOs, it lags in several important TOD program components common at transit agencies. Areas of strength include TOD grant support, internal research, and data products. Areas for improvement include policy guidance and implementation, conducting development on publicly-owned land, and support systems for local TOD efforts in the region.

Beginning with the Council's TOD policy, three of the five most common goals of peer TOD policies are absent in the Council's objectives. Currently, the Council's goals hit on two of the most frequently cited goal areas, supporting multimodal transportation choice and complete communities through TOD, and three of the less common areas—ridership, equitable outcomes, and local economy and business. Three of the most common goal categories are missing in these objectives; the goals that could be more explicitly defined in the Council's policy relate to value capture, affordability, and internal and external collaboration on TOD efforts. Clarifying goals related to the financial purpose of the TOD program, expectations for affordable housing development along transit, and standardized practices for development partnerships would align the Council's policy with its peers and guide TOD efforts through more tangible measures of success.

An area of strength of the Council's TOD program is its grant programs. The Council's Livable Communities Demonstration Account (LCDA) grant program has helped over eighty TOD projects over the past twelve years secure funding for zoning, pre-development, and development activities in the Twin Cities metro region. While the TOD-specific earmark was eliminated in 2025 in favor of a more streamlined and geographically equitable grant administration framework, the LCDA grant program continues to benefit and prioritize projects with proximity to transit ([2026 LCA Grant Program Webinar](#)).

Outside of grant-making, regional support for local TOD efforts is an area for improvement at the Council. Currently, there is no system in place for TOD staff at the Council to be involved in station area planning and locally-driven TOD efforts aside from technical assistance as requested by local partners. Focusing on clearer collaboration processes and structures in the TOD policy update could help standardize and strengthen regional involvement in TOD conducted in the private sector and other levels of the public sector.

The Council excels in regional research and reporting. The TOD office regularly publishes reports, original research and guides related to TOD-supportive zoning, land use and design principles to support local planning and development. Moreover, the office's Development Trends Along Transit Web App and annual reports set the Council apart from its peers. The DTAT differs from data tools and reports at peer MPOs and transit agencies because of its financial focus and regional scale of analysis—few other agencies provide resources that examine broad development along transit as opposed to individual project analysis. The DTAT is a useful tool for both internal staff and external partners to understand development patterns across the transit system and in specific transitway corridors.

While the Council's TOD data products fill a gap in analysis that is not present at peer agencies, the TOD resources available elsewhere are absent in the Council's approach. There is value in providing the deeper project and station-level information that other agencies include in their data resources. Integration between TOD data products and other tools available at the Council involving census and demographic,

employment, street condition, and climate data could put the Council in line with its peers in the data tools area.

The Council can also go further in focusing equity and anti-displacement in TOD efforts, which is central to the development programs and TOD-related research produced by agencies including CapMetro, Oregon Metro, and Sound Transit. Adopting methods of analysis used by these agencies and in the “Gentrification, Displacement, and GHG Emissions at Transit-Oriented Communities” report for Salt Lake City, Utah, could provide opportunities for the Met Council to explore and remedy the impact of its transit investments on racial, social, and economic disparities in the region and the displacement of residents and/or businesses. Moreover, tracking TOD outcomes related to grantmaking, development activities, sustainability and anti-displacement measures as part of research efforts will improve reflexive and transparent reporting on regional development.

Perhaps due to its unique organizational structure, the Council lags behind its transit agency peers in developing on land it owns and advancing FTA-supported joint development projects in station areas. As a transit agency, Metro Transit lacks a framework for developing TOD on excess land, which is something practiced by twenty-three of twenty-six agencies included in this report. While the Council has limited legal authority over local zoning code and regulatory processes for development, it can lead by example by conducting development on parcels owned by the Council and taking a more proactive role in station area planning particularly in the context of a once-in-a-generation investment in transit infrastructure enabled by the 2023 regional sales tax. Aligning station area planning, site disposition, and transit is critical to maximizing this investment and bringing the Council’s TOD program in line with work observed across comparable transit agencies.

## Conclusion

This report examines how the Metropolitan Council’s TOD policy and program compare to peer organizations based on the Council’s policy objective alignment with peers and engagement in six major TOD program components: communication, convening, and coordination; data tools and technical assistance; development on agency land; evaluation and project reporting; grant programs; and land use guidance for TOD. While the Council is on par or leading in a few of these components—including data tools, TOD-supportive grant programs, and regional research and reporting—the program lags in other areas including development on publicly-owned land. The Met Council can draw on the exemplary practices at peer organizations described in this report as it considers policy updates to guide its work into the future.

## Appendix A: Literature Review Bibliography

- Ali, Liaqat, Ahsan Nawaz, Shahid Iqbal, Muhammad Aamir Basheer, Javaria Hameed, Gadah Albasher, Syeed Adnan Raheel Shah, and Yong Bai. "Dynamics of Transit Oriented Development, Role of Greenhouse Gases and Urban Environment: A study of Management and Policy". *Sustainability* 13 (2021).  
<https://doi.org/10.3390/su13052536>
- Barbour, Elisa, Salvador Grover, Yulia Lamoureux, Gyanendra Chaudhary, and Susan Handy. "Planning and Policymaking for Transit-Oriented Development, Transit, and Active Transport in California Cities". *National Center for Sustainable Transportation* (2020).  
<https://escholarship.org/uc/item/7j37k8ms>
- Bjorling, Nils and Charlotta Capitaó Patrao. "Strategic Planning for a Sustainable Local-Regional Transit-Oriented Development". *Urban, Planning, and Transport Research* 12 (2024).  
<https://doi.org/10.1080/21650020.2024.2345770>
- Carlton, Ian. "Transit Planners' Transit-Oriented Development-Related Practices and Theories". *Journal of Planning Education and Research* 39 (2019): 508-519.  
<https://doi.org/10.1177/0739456X19878867>
- Chava, Jyothi and Peter Newman. "Stakeholder Deliberation on Developing Affordable Housing Strategies: Towards Inclusive and Sustainable Transit-Oriented Developments". *Sustainability* 8 (2016). <https://doi.org/10.3390/su8101024>
- Cournoyer-Gendron, Maude. "The Transit-Oriented Development Model in Montreal (Canada): Mobilizing a Concept and Negotiating Urban Development at the Local and Metropolitan Scale". *Environnement Urbain* 12, (2017).  
<https://www.erudit.org/fr/revues/eue/2017-v12-eue03895/1050578ar/>
- Guthrie, Andrew and Yingling Fan. "Developers' Perspectives on Transit-Oriented Development". *Transport Policy* 51 (2016), 103-114.  
<https://doi.org/10.1016/j.tranpol.2016.04.002>
- Ibraeva, Anna, Goncalo Homem de Almeida Correia, Cecilia Silva, Antonio Pais Antunes. "Transit-Oriented Development: A Review of Research Achievements and Challenges". *Transportation Research* 132 (2020): 110-130.  
<https://doi.org/10.1016/j.tra.2019.10.018>
- Jamme, Huê-Tâm, Janet Rodriguez, Deepak Bahl, and Tridib Banerjee. "A Twenty-Five-Year Biography of the TOD Concept: From Design to Policy, Planning, and Implementation". *Journal of Planning Education and Research* 39 (2019). 409-428.  
<https://www.researchgate.net/publication/337212874>
- Van Lierop, Dea, Kees Maat, and Ahmed El-Geneidy. "Talking TOD: Learning about Transit-Oriented Development in the United States, Canada, and the Netherlands". *Journal of Urbanism* 10 (2017): 49-62. <https://doi.org/10.1080/17549175.2016.1192558>

- Mathur, Shishir and Aaron Gatdula. "Review of Planning, Land Use, and Zoning Barriers to the Construction of Transit-Oriented Developments in the United States". *Case Studies on Transport Policy* 12 (2023), Article 100988 <https://doi.org/10.1016/j.cstp.2023.100988>
- Maulat, Juliette, Florence Paulhiac-Scherrer, and Frank Scherrer. "Public Policy Tools to Implement Transit-Oriented Development: The Case of the Montreal City-Region". *Canadian Journal of Urban Research* 30 (2021), 84-98. <https://cjur.uwinnipeg.ca/index.php/cjur/article/download/326/153/653>
- Nahlik, M. J. and M.V. Chester. "Policy Making Should Consider Time-Dependent Greenhouse Gas Benefits of Transit-Oriented Smart Growth". *Transportation Research Record* 2502 (2019), 53-61. <https://doi.org/10.3141/2502-07> (Original work published 2015)
- Padeiro, Miguel, Ana Louro, and Nuno Marques da Costa. "Transit-Oriented Development and Gentrification: A Systematic Review". *Transport Reviews* 39 (2019), 733-754. <https://doi.org/10.1080/01441647.2019.1649316>
- Paulhiac Scherrer, Florence. "Assessing Transit-Oriented Development Implementation in Canadian Cities: An Urban Project Approach". *Journal of Planning Education and Research* 39 (2019), 469-481. <https://doi.org/10.1177/0739456X19873942>
- "Public Transportation: Multiple Factors Influence Extent of Transit-Oriented Development". *U.S. Government Accountability Office*, 2015. <https://www.gao.gov/assets/gao-15-70.pdf>.
- Pojani, Dorina. "A Decade of Transit Oriented Development Policies in Brisbane, Australia: Development and Land Use Impacts". *Urban Policy and Research* 35 (2017): 347-362. <https://doi.org/10.1080/08111146.2017.1294537>
- Serrano, Natalicio, Lindsey Realmuto, Kaitlin A. Graff, Jana Hirsch, Lauri Andress, Mojgan Sami, Ken Rose, Akimi Smith, Katherine Irani, Jean McMahan, Heather Devlin. "Healthy Community Design, Anti-Displacement, and Equity Strategies in the USA: A Scoping Review". *Journal of Urban Health* 100 (2023): 151-180. <https://doi.org/10.1007/s11524-022-00698-4>
- Schuetz, Jenny, Genevieve Giuliano, and Eun Jin Shin. "Does Zoning Help or Hinder Transit-Oriented (Re)development?". *Urban Studies* 55, no. 8 (2018), 1672-1689. <https://doi.org/10.1177/0042098017700575>
- Soliz, Aryana, Lancelot Rodrigue, Christian Peaker, Isabelle Bernard, Isabelle, and Ahmed El-Geneidy. "Zoning In on Transit-Oriented Development: Understanding Bylaw Reform as Critical Policy Groundwork". *Journal of the American Planning Association* 90 (2023). 1-18. 10.1080/01944363.2023.2239771. <https://www.researchgate.net/publication/373932176>
- Staricco, Luca and Elisabetta Brovarone. "Promoting TOD through regional planning. A comparative analysis of two European approaches". *Journal of Transport Geography* 66 (2018), 45-52. <https://www.researchgate.net/publication/321348582>

- Su, Yinxin, Yuzhe Wu, Charles Choguill, Jiaojiao Luo, and Xiaofen Yu. “Reflections on TOD in China: From Land Finance to Inclusive Growth”. *Journal of Urban Management* 13 (2024): 294-307. <https://doi.org/10.1016/j.jum.2024.01.001>
- Thomas, Ren, Dorina Pojani, Sander Lenferink, Luca Bertolini, Dominic Stead, and Erwin van der Krabben. “Is Transit-Oriented Development (TOD) an Internationally Transferable Policy Concept?” *Regional Studies* 52 (2018): 1201–13. <https://www.tandfonline.com/doi/full/10.1080/00343404.2018.1428740#abstract>
- Thomas, Ren, and Luca Bertolini. “Defining Critical Success Factors in TOD Implementation using Rough Set Analysis”. *The Journal of Transport and Land Use* 10, no. 1 (2017): 139-154. [https://primo.lib.umn.edu/permalink/01UMN\\_INST/16oofse/cdi\\_doaj\\_primary\\_oai\\_doaj\\_org\\_article\\_97954f480b8d40098308abd3511ed337](https://primo.lib.umn.edu/permalink/01UMN_INST/16oofse/cdi_doaj_primary_oai_doaj_org_article_97954f480b8d40098308abd3511ed337)
- Thomas, Ren, and Luca Bertolini. “Policy Transfer among Planners in Transit-Oriented Development”. *The Town Planning Review* 86, no. 5 (2015): 537–60. <http://www.jstor.org/stable/24579436>.
- Wood, Astrid. “Problematizing Concepts of Transit-Oriented Development in South African Cities”. *Urban Studies* 59, no. 12 (2022): 2451-2467. <https://doi.org/10.1177/00420980211033725>

## Appendix B: National Catalog Organizations

### Metropolitan Planning Organizations (MPOs)

Boston Region MPO (Boston MPO) – Boston, MA

Capital Area MPO (CAMPO) – Austin, TX

Chicago Metropolitan Agency for Planning (CMAP) – Chicago, IL

Charlotte Regional Transportation Planning Organization (CRTPO) – Charlotte, NC

East-West Gateway Council of Governments (EWCOG) – St. Louis, MO

Houston-Galveston Area Council (H-GAC) – Houston, TX

Mid-America Regional Council (MARC) – Kansas City, MO

Miami-Dade TPO (MDTPO) – Miami, FL

Metropolitan Council (Met Council) – Twin Cities, MN

North Central Texas Council of Governments (NCTCOG) – Arlington, TX

Northeast Ohio Areawide Coordinating Agency (NOACA) – Cleveland, OH

Oregon Metro (Oregon Metro) – Portland, OR

Puget Sound Regional Council (PSRC) – Seattle, WA

San Diego Association of Governments (SANDAG) – San Diego, CA

Southern California Association of Governments (SCAG) – Los Angeles, CA

Southeast Michigan Council of Governments (SEMCOG) – Detroit, MI

Southwestern Pennsylvania Commissions (SPC) – Pittsburgh, PA

Southeastern Wisconsin Regional Planning Commission (SWRPC) – Milwaukee, WI

Transportation Planning Board (TBC) – Washington D.C.

Wasatch Front Regional Council (WFRC) – Salt Lake City, UT

## Transit Agencies

Bay Area Rapid Transit (BART) – Oakland, CA \*

CapMetro (CapMetro) – Austin, TX \*

Charlotte Area Transit System (CATS) – Charlotte, NC &

Dallas Area Rapid Transit (DART) – Dallas, TX \*

Greater Cleveland Regional Transit Authority (GCRTA) – Cleveland, OH \*

Kansas City Area Transit Authority (KCATA) – Kansas City, MO \*

King County Metro Transit (King County) – Seattle, WA ^

Los Angeles Metro (LA Metro) – Los Angeles, CA ^

Metropolitan Atlanta Rapid Transit Authority (MARTA) – Atlanta, GA \*

Massachusetts Bay Transportation Authority (MBTA) – Boston, MA \*

Metro Transit (Metro Transit) – Twin Cities, MN \*

Metropolitan Transit Authority of Harris County (MTA Harris County) – Houston, TX ^

Metropolitan Transit System (MTS) – San Diego, CA \*

New Jersey Transit (NJ Transit) – Newark, NJ \$

Pittsburgh Regional Transit (PRT) – Pittsburgh, PA \*

Regional Transportation Authority (RTA Chicago) – Chicago, IL \*

Regional Transit Authority of Southeast Michigan (RTA Detroit) – Detroit, MI &

Regional Transportation District (RTD Denver) – Denver, CO \*

Sacramento Regional Transit District (SacRT) – Sacramento, CA \*

Southeastern Pennsylvania Transportation Authority (SEPTA) – Philadelphia, PA \*

Southwest Ohio Regional Transit Authority (SORTA) – Cincinnati, OH \*

Central Puget Sound Regional Transit Authority (Sound Transit) – Seattle, WA \*

Tri-County Metropolitan Transportation District of Oregon (TriMet) – Portland, OR \*

Utah Transit Authority (UTA) – Salt Lake City, UT \*

Santa Clara Valley Transit Authority (VTA) – San Jose, CA ^

Washington Metropolitan Area Transit Authority (WMATA) – Washington D.C. \*

\* Regional transit agency

& City transit agency

^ County transit agency

\$ State transit agency

# Appendix C: Organization Characteristics

**Table C1: MPO Characteristics**

MPOs	MPO Frag.	MPO Frag. Grouped	FTA Region	Geo Region	Population (millions)	Pop. Grouped	Area (thous. mi)	Area Grouped
ARC, GA	76	M	4	S	5.6	M	4.6	M
Boston MPO, MA	97	M	1	NE	3.4	M	1.4	L
BRTB, MD	22	L	3	NE	2.8	M	2.4	L
CAMPO, TX	58	L	6	S	2.3	S	5.3	H
CMAP, IL	284	H	5	Midwest	8.6	L	4.1	M
CRTPO, NC	27	L	4	S	1.5	S	1.6	L
DRCOG, CO	50	L	8	W	5.9	L	3.6	M
DVRPC, PA	352	H	3	NE	8.6	L	3.8	M
EWCOG, MO	195	H	7	Midwest	2.6	M	4.6	M
H-GAC, TX	134	M	6	S	7.1	L	8.5	H
IMPO, IN	36	L	5	Midwest	1.8	S	1.5	L
MARC, MO	119	M	7	Midwest	2.1	S	3.9	M
MDTPO, FL	35	L	4	S	2.7	M	2.0	L
Met Council, MN	182	H	5	Midwest	3.2	M	3.0	M
MTC, CA	101	M	9	W	7.8	L	7.5	H
NCTCOG, TX	230	H	6	S	7.7	L	9.4	H
NJTPA, NJ	384	H	2	NE	7	L	4.4	M
NOACA, OH	61	M	5	Midwest	2.1	S	2.0	L
Oregon Metro, OR	24	L	10	W	1.7	S	0.5	L
PSRC, WA	73	M	10	W	4.3	M	6.9	H
SANDAG, CA	19	L	9	W	3.3	M	4.3	M
SCAG, CA	191	H	9	W	18.8	L	38.6	H
SEMCOG, MI	186	H	5	Midwest	4.8	M	4.6	M
SPC, PA	130	M	3	NE	2.6	M	7.1	H
SWRPC, WI	154	H	5	Midwest	2.1	S	2.7	L
TPB, DC	24	L	3	NE	5.7	L	3.6	M
WFRC, UT	76	M	8	W	1.8	S	1.8	L

Table C2: MPO TOD Program (Sub)Components

MPOs	Coordination Group	Data Tools	Density/Design	Develop. on Agency Land	Develop. (JD) Policy	Evaluation/Reporting	Grant	Model Policy	News Hub	TOD Site Inventory	Program Policy	Resource Hub	Station Resources	Technical Assistance	TOD Website	Zoning Resources	
ARC, GA							X										
Boston MPO, MA																	
BRTB, MD							X										
CAMPO, TX														X			
CMAP, IL							X										
CRTPO, NC																	
DRCOG, CO							X										
DVRPC, PA							X						X				
EWCOG, MO																	
H-GAC, TX												X			X		
IMPO, IN							X					X			X		
MARC, MO							X										
MDTPO, FL													X				X
Met Council, MN	X						X				X	X	X		X		
MTC, CA							X		X		X	X			X		X
NCTCOG, TX	X						X					X	X		X		
NJTPA, NJ							X					X	X				
NOACA, OH							X					X	X		X		
Oregon Metro, OR	X						X								X		
PSRC, WA	X								X			X			X		
SANDAG, CA																	
SCAG, CA							X							X			
SEMOG, MI							X										
SPC, PA																	
SWRPC, WI																	
TPB, DC							X										
WFRFC, UT							X							X			X
Sum	4	6	4	1	0	1	17	4			2	8	7	6	8	3	
Percentage	15%	22%	15%	4%	0%	4%	63%	15%			7%	30%	26%	22%	30%	11%	

**Table C3: Transit Agency Characteristics**

Transit Agencies	MPO Frag.	MPO Frag. Grouped	FTA Region	Geo Region	Population (mil)	Population Grouped	Area (thous. mi)	Area Grouped	Ridership Per Capita	Ridership Grouped	Capital Expenses (mil \$)	Capital Expenses Grouped
BART, CA	2	M	9	CA	0.90	S	0.08	L	56.4	H	886.14	H
CapMetro, TX	1	L	6	S	1.40	S	0.55	L	17.4	L	218.20	M
CATS, NC	1	L	4	S	1.30	S	0.68	M	10.8	L	44.72	L
DART, TX	3	H	6	S	2.53	M	0.70	M	21.5	H	541.95	H
GCRTA, OH	1	L	5	Midwest	1.30	S	0.46	L	17.8	M	60.40	L
KCATA, MO	2	M	7	Midwest	0.62	S	0.46	L	19.7	M	6.00	L
King County, WA	1	L	10	W	2.40	M	2.13	H	31.8	M	154.46	M
LA Metro, CA	3	H	9	CA	10.40	L	4.63	H	37.0	H	1,985.27	H
MARTA, GA	2	M	4	S	1.70	M	0.61	M	38.4	H	204.01	M
MBTA, MA	2	M	1	NE	3.10	M	3.24	H	77.9	H	1,849.27	H
Metro Transit, MN	3	H	5	Midwest	2.90	M	0.47	L	15.5	L	550.43	H
MTA Harris County, TX	3	H	6	S	4.00	L	1.31	H	17.3	L	144.54	M
MTS, CA	1	L	9	CA	2.27	M	0.90	M	30.2	M	128.78	M
NJ Transit, NJ	3	H	2	NE	10.60	L	5.33	H	18.5	M	968.40	H
PRT, PA	3	H	3	NE	1.20	S	0.78	M	31.6	M	968.41	H
RTA Chicago, IL	3	H	5	Midwest	8.60	L	3.95	H	38.5	H	95.43	L
RTD Denver, CO	1	L	8	W	3.10	M	2.34	H	20.8	M	11.15	L
RTA Detroit, MI	3	H	5	Midwest	3.40	L	1.07	M	5.0	L	847.51	H
SacRT, CA	1	L	9	CA	1.40	S	0.29	L	10.7	L	97.89	L
SEPTA, PA	3	H	3	NE	3.50	L	0.84	M	64.7	H	98.82	L
SORTA, OH	3	H	5	Midwest	0.75	S	0.75	M	17.5	M	495.75	M
Sound Transit, WA	2	M	10	W	3.40	L	1.09	H	11.0	L	35.84	L
TriMet, OR	1	L	10	W	1.50	M	0.38	L	38.3	H	1,811.00	H
UTA, UT	2	M	8	W	2.50	M	0.61	M	9.4	L	158.60	M
VTA, CA	2	M	3	CA	1.90	M	0.35	L	12.6	L	163.67	M
WMATA, DC	1	L	3	NE	4.70	L	1.11	H	58.0	H	2,252.18	H

**Table C4: Transit Agency TOD Program (Sub)Components**

Transit Agencies	Coordination Group	Data Tools	Density/Design	Develop. on Agency Land	Develop. (JD) Policy	Evaluation/Reporting	Grant	Model Policy	News Hub	TOD Site Inventory	Program Policy	Resource Hub	Station Resources	Technical Assistance	TOD Website	Zoning Resources
BART, CA			X	X	X	X				X	X		X	X	X	X
CapMetro, TX		X	X	X			X	X					X		X	
CATS, NC			X	X									X		X	X
DART, TX			X							X	X		X			
GCRTA, OH		X	X	X	X			X			X			X	X	X
KCATA, MO			X	X		X	X		X						X	
King County, WA			X	X		X	X								X	
LA Metro, CA			X	X	X	X	X			X	X		X		X	
MARTA, GA			X	X	X			X					X	X	X	
MBTA, MA			X	X	X						X				X	
Metro Transit, MN	X	X	X	X						X	X	X	X	X	X	X
MTA Harris County, TX			X	X	X						X		X	X	X	
MTS, CA			X	X	X						X			X		
NJ Transit, NJ		X	X	X	X	X	X	X	X	X	X	X	X	X	X	
PRT, PA			X	X	X								X		X	X
RTA Chicago, IL			X	X			X	X			X		X		X	X
RTD Denver, CO		X	X	X	X	X									X	
RTA Detroit, MI	X		X					X				X	X			
SacRT, CA			X	X				X					X		X	
SEPTA, PA			X	X	X									X	X	
SORTA, OH							X									
Sound Transit, WA			X	X	X	X	X				X				X	
TriMet, OR			X	X	X	X			X	X	X	X		X	X	
UTA, UT			X	X	X			X		X	X				X	
VTA, CA	X		X	X	X	X	X			X	X	X	X		X	
WMATA, DC		X	X	X	X	X					X		X	X	X	
Sum	3	5	17	22	15	10	9	7	3	8	14	5	13	10	21	6
Percentage	12%	19%	65%	85%	58%	38%	35%	27%	12%	31%	54%	19%	50%	38%	81%	23%

## Appendix D: TOD Evaluation and Reporting

**Table D1: Evaluation and Project Reporting Techniques by Agency**

Agency	Evaluation Technique	Development Targets	Evaluation Criteria
BART, CA	TOD workplan updates	Yes (# units)	Housing Production (# market, aff units); Commercial Production (# mil sq ft)
KCATA, MO	Development Profiles	Silent	Housing Production (# aff units, total units), Anticipated Ridership Projections, Future Revenue from taxes, Economic Impact (# jobs created)
King County Transit, WA	Until 2023, King County produced an annual TOD update, now folded into wider housing dashboard.	Silent	Housing Production (# market, aff housing units, % of all and new units affordable at or below 80% AMI)
LA Metro, CA	Annual Status Reports	Yes (# units)	Housing production (# market, aff, EFC housing units completed, planned, in negotiation); Grant programs (# plans and projects initiated, \$ awarded, # meetings, # reached in marketing, # loans); Coordination (# internal staff meetings, # municipalities reached, # info. resources developed)
NJ Transit, NJ	Infrequent Process Report	Silent	Transit Village Initiative: Housing Production (# units); Commercial Production (retail, office, other); Multi-modal improvements (street, sidewalk projects); Place-making (public art, community events, farmer's markets, etc). TOD Projects: Housing Production (# units, % units affordable, housing type), Commercial production (# sq ft); Parking construction (# parking spaces)
Oregon Metro, OR	Development Profiles, Annual Status Reports	Silent	Housing Production (# aff units, total units, avg housing units per acre), Commercial Production (retail, office, other sq ft), Land Protection (land acreage compared to acres needed if developed not near transit), Anticipated Ridership Projections, Land Acquisition \$, Total Projects, % of project funding coming from the program, Revenue (\$ interest, leases and misc, TriMet support) and Expenses (\$ land, program operations, grants), Parking Construction (spaces per unit)
PRT, PA	Five Year TOD Evaluation	Silent	Analysis of demographic change, housing, mode split, economic, ridership, sustainability, and public health considerations
RTD Denver, CO	Annual Status Reports	Silent	Housing production (# total and new market, aff units, % of all housing development in transit corridors); Commercial production (# sq ft office, retail, % of all office development in transit areas) --organized by station area and transit corridor
Sound Transit, WA	Quarterly Status Reports	Silent	Housing production (# total homes, # aff units built/planned, \$ invested in TOD (public and private), # stations with TOD); Commercial production (# sq ft); Compliance with state law about surplus property (% of surplus property for housing, % of units on surplus property that are affordable housing)
TriMet, OR	TOD portfolio and Projects webpage	Silent	Housing production (# market, aff units built and in construction)
VTA, CA	Affordable Housing Report, TOD portfolio	Silent	Housing production (# market, aff units), Commercial production (# sq ft)
WMATA, DC	Development tracker, progress report	Yes (# developments)	Housing Production (# residential units), Commercial Production (Office sq ft, retail sq ft, # hotel rooms); Revenue (mil \$ in tax revenue)

# Appendix E: Station Area Density Ranges

**Exhibit 1: MARTA Station Area Density Ranges**

Appropriate Density Ranges by Station Type			
Station Type	Floor Area Ratio (FAR)	Residential Units (per Acre)	Height (in Floors)
Urban Core	8.0-30.0	75+	8-40
Town Center or Commuter Town Center	3.0-10.0	25-75	4-15
Neighborhood	1.5-5.0	15-50	2-8
Arterial Corridor	1.0-6.0	15-50	2-10

**Exhibit 2: MBTA and MassDOT Station Area Density Ranges**

Station Typology Category <sup>19</sup>	FAR Range	Intensity Range
Metro Core, Seaport/Airport,	5.0 and above	120 - 400
Transformational Subway	2.5 and above	120 - 400
Transit Neighborhood	1.5 – 5.0	75 - 150
Trolley Suburb	1.0 – 3.0	50 - 100
Urban Gateway	1.5 – 5.0	75 - 150
Town & Village	1.0 – 3.0	50 - 100
Suburban Transformation	1.0 – 3.0	50 - 100

**Exhibit 3: PRT Station Area Density Ranges**

Category	Units	Primarily Residential			Mixed Use		
		Suburban Neighborhood	Transit Neighborhood	Urban Neighborhood	Suburban Employment	Urban Mixed Use	Downtown
FAR Range	Floor to Area Ratio: Min-Max	1-3	2-4	2-5	3-5	3-5	8-30
Height Range	Number of Stories: Min-Max	2-4	3-5	3-9	3-9	3-9	3-60
Lot Coverage	Desirable % of Building Coverage per Lot	20-50	30-70	60-80	40-60	70-100	80-100
Housing Density (Gross for entire station walkshed area)	Desirable Range of Dwelling Units per Acre*	7-10	10-25	15-30	0-10	20-40	25-150
Housing Types		Townhouse Single Family	Mid-Rise Multi-family / Townhouse	Mid-Rise Multi-family / Townhouse	Mid-Rise Multi-family / Townhouse	Mid-Rise Multi-family / Townhouse	High- or Mid-Rise Multi-family
Parking Ratio**	Space per Housing Unit	1	.5	.5	1	.25	0 (Market Dictates)
	Space per 500 Square Foot of Commercial***	1	1	.75	1	.5	0 (Market Dictates)
Shared Use Parking %	Targeted % of Shared Spaces	0	10	20	20	30	50
Use Mix	Jobs - Residents	<.50	.75-.25	.75-.50	40-10	1.75-.75	40-10
Average Block Size	Acres	3-10	3-8	3-6	5-10	3-5	2-4

\* Development density adjacent to transit stations should be greater than surrounding areas and should comply with local zoning ordinances.  
 \*\* Parking ratios are recommended maximums given close proximity to transit, and may not match local zoning.  
 \*\*\* Spaces per 500 SF above first 2,400 SF. Commercial parking demand will be higher for some retail uses.

**Exhibit 4: BART Density Requirements in Station Areas**

● Neighborhood/ Town Center	● Urban Neighborhood/ City Center	● Regional Center
<b>Allowable Residential Density</b>		
75 dwelling units per acre or higher		
<b>Allowable Height</b>		
5 stories or higher	7 stories or higher	12 stories or higher
<b>Allowable Floor Area Ratio (FAR)</b>		
3.0 FAR or higher	4.2 FAR or higher	7.2 FAR or higher
<b>Minimum Vehicle Parking</b>		
Zero for all land uses (no minimum requirement allowed)		
<b>Maximum Residential Vehicle Parking</b>		
1.0 spaces per unit or lower	0.5 spaces per unit or lower	0.375 spaces per unit or lower
<b>Maximum Office Vehicle Parking</b>		
2.5 per 1,000 square feet or lower	1.6 per 1,000 square feet or lower	0 per 1,000 square feet
<b>Shared Or Unbundled Vehicle Parking</b>		
Allowed (neither prohibited nor required)		
<b>Minimum Secure Bike Parking</b>		
1 space per residential unit or higher		