

2010 Inventory of TOD Programs

**A National Review of State, Regional and
Local Programs that Fund Transit-Oriented
Development Plans and Projects**

January 2011

Reconnecting America is a national nonprofit that is helping to transform promising ideas into thriving communities – where transportation choices make it easy to get from place to place, where businesses flourish, and where people from all walks of life can afford to live, work and visit. At Reconnecting America we not only develop research and innovative public policy, we also build the on-the-ground partnerships and convene the players necessary to accelerate decision-making.

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**Reconnecting America,
Washington DC**

1707 L Street, N.W., Suite 210
Washington, D.C. 20036

T 202-429-6990

F 202-315-3508

**Reconnecting America,
Oakland**

436 14th Street, Suite 1005
Oakland, CA 94612

T 510-268-8602

F 510-268-8673

**Reconnecting America,
Denver**

899 Logan Street, Suite 300
Denver, CO 80203

T 303-861-1421

F 303-573-1574

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Introduction

Transit-Oriented Development (TOD) is a community development model that continues to gain momentum in the United States, as states, regions and localities seek to build healthier communities and stronger economies while reducing their carbon footprint. TOD can deliver a range of benefits, from reduced household driving to improved community walkability and lowered regional greenhouse gases. However, it can be a challenging development model to implement. Barriers to accomplishing quality TOD include:

- high land costs near transit;
- complexity of building mixed-use projects;
- lack of adequate infrastructure;
- difficulty in achieving revitalization without gentrification;
- high cost of building infill, at greater densities and of providing affordable housing;
- community opposition; and,
- lack of supportive TOD policies at all levels.

Many of these barriers relate to the need for increased public and private funding for planning, land acquisition, infrastructure, construction and maintenance of transit-oriented development projects. To address this challenge, many state entities, transit agencies, metropolitan planning organizations, and local municipalities offer programs that provide financial incentives for transit-oriented development. In 2010, Reconnecting America conducted an inventory of such programs, the result of which is presented in this paper. **The scope of this effort was not to compile all policies that support TOD, such as zoning codes, joint development policies or authorizing legislation, but to focus on ongoing, institutionalized programs that provide grants, loans, tax credits or**



WHAT IS TOD?

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

Some of the benefits of TOD include:

- *Reduced vehicle miles traveled (VMT) and thereby lowered regional congestion, air pollution and greenhouse gas emissions*
- *Walkable communities that accommodate more healthy and active lifestyles*
- *Increased transit ridership and fare revenue*
- *Potential for added value created through increased and/or sustained property values where transit investments have occurred*
- *Improved access to job centers and economic opportunity for low-income people and working families*
- *Expanded mobility choices that reduce dependence on the automobile, reduce transportation costs and free up household income for other purposes*

direct financial incentives to TOD plans or projects. Because these programs are adopted and amended frequently, this compilation reflects a snapshot in time and should be used to give the reader an understanding of the types of policies that exist, not to provide an exhaustive and final list. Reconnecting America aims to use the content presented here to develop an interactive web tool that will include a broader set of policies and can be updated to ensure ongoing accuracy.

Methodology and Framing

To conduct this inventory, the project team used web-based research, in-person interviews, and experience learned through Reconnecting America's technical assistance work in regions and cities across the U.S. Proposed policies that have not yet been adopted or authorized were not included. Policies that fit within the scope of this effort were sorted into state, regional (which includes transit-agency policies) and local policies.

While the scope of this effort was narrowly focused on state, regional and local programs that support TOD through direct funding or financial incentives, it is important to note that there are many other types of policies that can support the development of TOD (see examples in Table 1).

Table 1. Types of TOD-Supportive Policies and Programs	
Federal Policy	There are a number of Federal programs that currently support (or can be used to support) planning for or building TOD. Examples include the New Starts transit capital program, which awards points in the application process to proposed transit projects with transit-supportive land use characteristics, and the Low Income Housing Tax Credit program, which allows states to adopt criteria that prioritize affordable housing projects located near transit. <i>For more information on opportunities within Federal policy to increase support for transit-oriented development, see "Realizing the Potential for Sustainable, Equitable TOD," Reconnecting America, June 2009 (available at www.reconnectingamerica.org).</i>
Authorizing Legislation	Many states have adopted legislation that establishes authority for localities to create TOD districts or special zones that can enact tax increment financing, be prioritized for transportation funds or receive other benefits. For example, the California Transit Development Planning Act of 1994 (California Code, Section 65460) allows cities and counties to designate transit villages within ½ mile of transit stations and makes these districts eligible for transportation funding, gives them access to expedited permitting and encourages localities to enact density bonuses there.
Design Guidelines	States, regions, cities or transit agencies can adopt guidelines that outline an agency's support for TOD and give recommended land uses and design characteristics in TOD zones. For example, the Florida DOT is developing TOD Design Guidelines to aid to local governments and public agencies in planning for and implementing transit, with a particular focus on land use and urban design policies in transit corridors. (www.floridatod.com)
Local Zoning	TOD-supportive zoning will vary depending on the local context but typically includes higher density, mixed-use development, reduced

	parking requirements and/or special affordable housing policies near transit.
Direct Funding & Financial Incentive Programs	<p>This category of policies/programs is the focus of this report. Programs that provide grants, loans, tax credits, or direct financial incentives to TOD projects or plans have been sorted into three categories:</p> <ul style="list-style-type: none"> ▪ Planning – funds to conduct corridor, district or station-area TOD planning. ▪ Implementation – funds for construction of projects or infrastructure in a TOD district. ▪ Property Acquisition – funds dedicated to acquiring property or land banking in locations near transit.

The next step in this effort is to create an online searchable database of TOD-supportive programs and policies. The primary audience will be planners and policy-makers looking to implement TOD programs in their jurisdiction, who will benefit from examples and links to programs that operate in similar scales and contexts. Most importantly, this tool will be designed as an open-source, user-driven resource – where users are able to contribute new programs and expand the resource over time.

Overview of Findings

Because the political landscape, challenges, development market, and key players differ so much from place to place, there is a great deal of variety in TOD programs between states, regions, transit agencies and localities. In some cases, smaller grants support the completion of many station-area plans, while in other places larger loans are used to advance catalytic development projects. Some programs target public agencies, while others provide resources directly to private and non-profit developers.

This report provides information on 42 programs, including 18 state-level, 15 regional and transit agency, and 9 local programs. Twenty-eight of the programs provide funding for implementation, 19 give money for planning and 11 for property acquisition. (Many of the programs allow funding to be used for more than one purpose, i.e. implementation *and* planning.)

(Authors' Note: We welcome your feedback on this ongoing effort. If you would like to offer technical corrections or suggest programs that should be added, please contact Alia Anderson at aanderson@reconnectingamerica.org.)

State Programs

The state programs listed here generally provide regional and local agencies with money to conduct planning activities related to TOD and also to acquire land in anticipation of TOD. To have an impact, most state TOD programs rely on regional or local agencies applying for or otherwise taking advantage of them. A number of different state agencies may offer programs that support TOD, including State Departments of Transportation (DOT), Departments of Housing and Community Development or Departments of Commerce and Economic Development.

Table 2. State-level Programs that Provide Grants, Loans, Tax Credits or Direct Financial Incentives to TOD

CALIFORNIA		
TOD Housing Program, California Department of Housing and Community Development	Implementation	Provides low-interest loans for gap financing for rental housing developments of 50 units or more; mortgage assistance for homeownership; and grants for the construction of infrastructure and mixed-income housing projects close to transit. Housing projects must be within 1/2 mile walk of public transit and at least 15% of units must be affordable. The program includes \$1.35B in general obligation bonds and was part of a 3-year, \$2.85M bond measure called Proposition 1C, the Housing and Emergency Shelter Trust Fund Act of 2006). (program website)
Community-Based Transportation Planning Grants, California Department of Transportation	Planning	Grants to create plans that strengthen the connection between transportation and community goals. TOD plans are eligible activities, and the program gives priority consideration to projects that integrate transportation programs with community preservation and environmental activities. Funded from the state highway account; up to \$3 million allocated annually. (program website)
CONNECTICUT		
TOD Bond Program, Connecticut Office of Policy and Management	Planning/ Implementation	As part of a larger bonding bill, CT state legislature passed in 2007 a Transit-Oriented Development Pilot Program, with three primary components: (1) bond issuance for project-specific TOD capital expenses; (2) funding for planning of TOD projects; and (3) facilitation grants that assist communities in setting the stage for TOD. Grants for planning and policy implementation are between \$250,000 - \$1 million. The bond legislation permitted \$10 million over two years. (program website)

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Housing Incentive Zone Program, Connecticut Office of Policy and Management	Implementation	Provides technical assistance and financial incentives for municipalities to create housing incentive zones, which must be near transit stations or in existing developed locations. The zones must allow for higher-density development than surrounding areas and set aside 20% of new residential units for those making up to 80% of AMI. State pays municipalities \$2,000 per multi-family unit or \$5,000 per single-family unit for each building permit issued in the zone. (program website)
ILLINOIS		
Business Location Efficiency Incentive Act (SB 2885, 2006), Illinois Department of Commerce and Economic Opportunity	Implementation	Provides 10% tax credits to businesses selecting sites within one mile of affordable housing and public transportation. The incentives are part of a larger Economic Development for a Growing Economy (EDGE) program, which provides tax incentives for businesses to locate in Illinois when they are actively considering a competing location in another state. (program website)
MARYLAND		
2008 TOD Law (Section 7-101(m) of the Transportation Article), Maryland state legislation	Planning/ Implementation	Maryland passed legislation in 2008 that makes TOD a transportation purpose, making it eligible for funding from the Transportation Trust Fund and for support from state staff. The law allows MDOT to designate specific TOD projects and then direct departmental resources and support to these projects. (14 sites were designated in June 2010.) Designated TOD sites are eligible for financing from MD Economic Development Corporation, priority assistance from MDOT and other agencies, predevelopment planning and feasibility analysis funded by MDOT; and priority consideration for the location of State offices. MDOT capital program has \$3 million in dedicated funds for the implementation of TOD projects. (program website) (program website)
Maryland Sustainable Communities Act (HB 475), Maryland State legislation	Implementation/ Property acquisition	The Maryland Sustainable Communities Act of 2010 authorizes \$10 million in grants for historic structures and expands eligibility for the grant program to include non-historic structures in TOD sites. (program website)

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Sustainable Communities/Community Legacy Program, Maryland Department of Housing and Community Development	Planning/ Implementation	The Sustainable Communities Program (formerly Community Legacy Program) provides grants and loans to local governments and community development organizations for capital projects aimed at strengthening communities through activities such as business retention and attraction, encouraging homeownership and commercial revitalization. The evaluation awards points for proximity to transit. In FY 2011, the program has \$4.2 million in capital funds. (program website)
MASSACHUSETTS		
Commercial Area Transit Node Housing Program, Massachusetts Department of Housing and Community Development	Implementation	Financing assistance to rental housing projects near transit, including zero interest loans, 30-year deferred payment loans at zero interest for rental housing projects or homeownership projects that carry a 30-year deed restriction that limits the sale price of the home to a percentage of area median income. Projects must be located within a quarter-mile of existing or planned transit stations. Priority is given to projects within existing TIF areas. Funded at \$10 million through the 2002 Housing Bond bill. Project funding no more than \$750,000 or \$50,000 per unit. (program website)
MassWorks TOD Infrastructure and Housing Support Program, Massachusetts Department of Housing and Community Development	Implementation	Provides grants for pedestrian & bicycle facilities, housing projects, and parking facilities within 1/4 mile of a rail or bus station or ferry terminal. There is a 25% affordable housing set-aside requirement (80% AMI). Program funding of \$30 million comes from a 2004 bond. Project funding maximum of \$2.5M. (program website)
Housing and Smart Growth Incentives (Chapter 40R), Commonwealth of Massachusetts	Planning/ Implementation	Provides direct funding to cities that create zoning districts for compact housing near transit (or in existing commercial districts) and an additional per-unit bonus for building permits issued in transit zones. Initial award is calculated based on the difference between number of housing units allowed under current zoning and number of units allowed under more compact rezone. There is also a 20% set-aside requirement for affordable housing for all buildings containing more than 12 units. Payments range from: \$10,000 for up to 20 units to \$600,000 for 501 or more units of housing. (program website)

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Smart Growth School Cost Reimbursement (Chapter 40S), Commonwealth of Massachusetts	Planning/ Implementation	Works with Chapter 40R: Housing and Smart Growth incentives (above), to ensure that municipalities are able to accommodate an increase in public school enrollment that may accompany increased density around transit stops. Provides direct payments, in grant form. (program website)
MINNESOTA		
Land Acquisition for Affordable New Development (LAAND) Program, Minnesota Housing, the Metropolitan Council, and the Family Housing Fund	Property Acquisition	Loan financing to acquire land for affordable housing projects in places that are close to job growth areas or significant numbers of lower wage jobs, allow for density that is consistent with achieving affordability, minimize vehicle miles traveled, are proximate to public transit and implements existing community. (program website)
Transit Improvement Areas (TIA), Department of Employment and Economic Development	Implementation	Loan program to fund TOD projects that "increase the effectiveness of transit." Loans go to designated Transit Improvement Areas and projects must provide minimum density and a mix of uses. Program is authorized and accepting applications, but as of yet not funded. State plans to use applications to leverage "other sources of funding." (program website)
NEW JERSEY		
New Jersey Transit Village Initiative, New Jersey Department of Transportation	Planning	Multi-agency task force reviews applications from municipalities to be designated as transit villages, which then makes them eligible for state assistance. Once designated as a Transit Village, municipality is eligible for \$1 million planning grant. (program website)
Urban Transit Hub Tax Credit, New Jersey Economic Development Authority	Planning/ Implementation	Tax credit to developers, landowners or tenants to encourage investment around heavy rail stations in nine urban municipalities. Capital investment must be at least \$50M in a single business facility that employs at least 250 people onsite. (program website)

OREGON		
Vertical Housing Program, State of Oregon, Dept. of Housing & Community Services	Implementation	Encourages mixed-use commercial / residential developments through a partial property tax exemption in areas designated by communities. Provides up to 80% exemption on property tax over 10 years. Additional property tax exemption on the land may be given if some or all of the residential housing is for low-income persons (80 percent of area median income or below). Although transit-proximity is not required, the program often supports TOD projects. (program website)
PENNSYLVANIA		
Transit Revitalization Investment Districts (Pennsylvania General Assembly Act 238 of 2004), Pennsylvania Department of Community and Economic Development	Planning	Provides grant funding to conduct extensive community planning processes for neighborhoods around transit, and can be used to designate value capture and TIF districts. Allows transit agencies to partner with local governments and developers to facilitate development and share tax revenues where additional property tax revenue can be collected through value capture and by allowing transit agencies to acquire land for non-transportation purposes. Specifically excludes "single real estate projects" so it encourages mixed-use developments. Grants up to \$75,000 to each municipality, requires a 25% local match. (program website)

Regional and Transit Agency Programs

Regional agencies, including metropolitan planning organizations (MPOs)¹, Councils of Governments and transit agencies, have played a key role in promoting TOD. Transit systems typically cross-jurisdictional boundaries and spread throughout metropolitan regions. TOD-supportive programs offered by regional agencies can help provide local communities with the resources they need to create station-area plans or advance TOD projects. Regional agencies program federal transportation funds and, while discretion over those funds varies from state to state, many MPOs can decide to dedicate some of this funding to programs that advance transit and transit-oriented development. Regional funding programs that support TOD can also incentivize and reward local jurisdictions that adopt land use plans that support regional planning goals.

Often, transit agencies participate directly in the implementation of TOD through “joint development.” Joint development occurs when a transit agency and another partner, often a for-profit or non-profit developer undertake a TOD project cooperatively. In a joint development deal, each party contributes to the project, with the transit agency often providing the land (through a land lease or sale) or the access to an important TOD site. For example, Miami-Dade Transit operates a Joint Development Program where the transit agency has entered into partnerships with private developers to build projects near transit centers. This program does not have a dedicated source of funding, but the transit agency does use some of the proceeds from a voter-approved dedicated sales tax (1/2-cent) that funds major transportation enhancements.² Due to the number of joint development programs that exist in the U.S., it was not feasible to compile and present individual programs in this report.³ Nevertheless, joint development represents one important strategy for implementing transit-oriented development.

¹ For more information on the role that MPOs can play to support transit-oriented development, see TOD 204: Regional Planning for Livable Communities (CTOD, forthcoming in early 2011)

² http://www.miamidade.gov/transit/about_joint.asp

³ For an interesting review of joint development and affordable housing, see Making Affordable Housing at Transit a Reality: Best Practices in Transit Agency Joint Development (Robin Kniech and Melinda Pollack, 2010)

Table 3: Regional and Transit Agency Policies that Provide Grants, Loans, Tax Credits or Direct Financial Incentives to TOD

CALIFORNIA		
Policy for Regional Transit Expansion Projects (Resolution 3434), San Francisco Bay Area: Metropolitan Transportation Commission	Planning	Requires stations to meet planned density thresholds and conduct station-area planning in order to receive transit funding. Corridors must also conduct station-area planning that considers jobs, housing, station access, design standards, parking, etc. and create corridor working groups to help meet the density thresholds. Station-area planning funds provided through TLC program (below). \$11.8 billion in regional transit expansion funds are hinged on meeting density thresholds. (program website)
Transportation for Livable Communities grant program, San Francisco Bay Area: Metropolitan Transportation Commission	Planning/ Implementation	Includes two components: capital grants and planning grants. Grants are made to local jurisdictions for the creation of station area plans or for capital projects that improve walking and bicycle access to public transit hubs and stations, major activity centers and neighborhood commercial districts. Funding comes from federal STP and CMAQ ⁴ funds. (program website)

⁴ STP (Surface Transportation Program): flexible transportation funds authorized in federal highway bill, for highway, road, transit and bridge projects.

CMAQ (Congestion Mitigation and Air Quality Improvement Program): funding authorized through Clean Air Act Amendments of 1990, for surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

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Bay Area Transit Oriented Affordable Housing Fund, Great Communities Collaborative, Metropolitan Transportation Commission, Low Income Investment Fund and other partners	Property Acquisition	The fund will issue loans for property acquisition for affordable and mixed-income housing sites located near transit. The sites will all fall within a priority growth areas designated in the regional land use strategy. The fund will launch in early 2011 with an anticipated \$50M in total loan capital. (program website)
COLORADO		
Station Area & Urban Center Planning Funds, Denver Regional Council of Governments	Planning	Station Area/Urban Center Planning grants will assist local governments in developing plans for existing and future transit station areas and designated Urban Centers that further the region's goals and meet the needs of local communities. Program funded at \$3.5 million over 4 years. (program website)
Denver Metro Mayors Caucus TOD Fund, CO Housing and Finance Authority	Implementation	Seven cities that are part of the regional Mayors Caucus pooled their Private Activity Bond authority to finance the construction or rehabilitation of multifamily rental projects near existing or planned transit. Money cannot be used to purchase or hold land. Projects must meet criteria related to size, affordability and transit accessibility gain access to lower debt financing costs and to Low Income Housing Tax Credits. The fund has \$65 million. (program website)

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DISTRICT OF COLUMBIA		
Transportation/ Land Use Connections Program, Metropolitan Washington Council of Governments	Planning/ Implementation	Provides a web-based information sharing hub for jurisdictions, and technical assistance grants for planning and capital projects that are sustainable and reduce congestion. Provided \$220,000 in FY 2010 to fund seven technical assistance projects. Grants ranged from \$10,000 to \$60,000. (program website)
GEORGIA		
Livable Centers Initiative, Atlanta Regional Commission	Planning	Planning grants that encourage local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies. Funded with federal STP dollars at ~\$5M annually. (program website)
Beltline Affordable Housing Trust Fund, Atlanta Development Authority	Implementation/ Property acquisition	Grants available for private developers and Community Housing Development Organizations to create and preserve affordable housing within the Atlanta BeltLine Tax Allocation District (a future 22-mile transit loop). Program funded with \$8.3 million of general funds from the City as well as a set aside of beltline tax increment revenues. Projects receive up to \$2.5 million per multifamily development or \$750,000 per single family development. (program website)
ILLINOIS		
Community Planning Program & Sub-regional Planning Program, Chicago Regional Transportation Authority	Planning	Provides funding and planning assistance for planning projects that benefit both the local community and the RTA transit system. Projects within the program include planning for transit-oriented development, access and circulation improvements in and around transit facilities, improved job access, improved mobility for seniors and people with disabilities, and increased transit usage. In 2010, ~\$1.5M was awarded for a total of 10 projects. (program website)

OHIO		
Transportation for Livable Communities Initiative, Northeast Ohio Areawide Coordinating Agency (MPO for Cuyahoga, Geauga, Lake, Lorain and Medina counties)	Planning	TLCI helps communities in Northeast Ohio obtain federal funding and technical assistance for planning transportation processes that strengthen community livability. The TLCI's planning grant program allocates approximately \$1M each fiscal year, with individual grants of up to \$75,000. Projects have to advance ten goals (safety, economic vitality, community identity, etc.) and many types of projects have been funded including a few TOD plans. (program website)
OREGON		
TOD Implementation Program, METRO Portland (MPO for Portland region)	Implementation/ Property Acquisition	Uses a combination of local and federal transportation funds (STP & CMAQ) to enhance the economic feasibility of higher density mixed-use projects served by transit. The program creates public-private partnerships and provides grants to private developers to support cost premiums associated with TOD (i.e. structured parking). Applicants considered on a rolling basis. Program funded at \$5M for two years. Awards vary but are typically ~ \$300,000 per grant. (program website)
NEW YORK		
Linkage Planning Program, Capital District Transportation Committee	Planning	Provides funding for consultant or CDTC staff technical assistance for joint regional-local planning initiatives that link transportation and land use. Program is part of implementing regional long-range transportation plan, which calls for reducing regional vehicle miles travelled. Linkage program has funded 66 plans through roughly \$4.2 million in program funds since 2000. Funds are a combination of federal, state and local funds. (program website)

PENNSYLVANIA		
Transportation & Community Development Initiative (TCDI), Delaware Valley Regional Planning Commission	Planning	Grants to local communities to create plans that "link transportation improvements with land use strategies, enhance established communities, and build upon existing public and private assets." Funding comes from federal STP funds. Up to \$1.6 million available each year. (program website)
TEXAS		
Sustainable Development Funding Program, Dallas/Fort Worth (TX): North Central Texas Council of Governments	Planning/Implementation/Property Acquisition	Cities apply for planning, capital and land acquisition funding for projects that encourage public/private partnerships that positively address existing transportation system capacity, rail access, air quality concerns, and/or mixed land uses. Funds for the program come from local infrastructure funds "swapped" for federal CMAQ and STP funds or for toll revenue. (program website)
WASHINGTON		
TOD Program, Central Puget Sound Regional Transit Authority (Sound Transit)	Planning/Implementation/Property Acquisition	Provides funding to jurisdictions, developers, and other entities for joint development costs, strategic land acquisition, and the creation of TOD feasibility studies. The FY2001 budget was \$1.03 million. (program website)

Local Programs

Local (City or County) TOD programs that provide direct funding focus primarily on implementation of TOD projects. Local agencies, such as a city or county redevelopment authority, planning department or office of economic development, may have relationships with developers and housing authorities and may be able to work with these key players to determine what type of support is needed to move TOD projects forward. Because they operate at a local scale, these TOD programs can be tailored to meet the specific needs of a target community or even an individual transit corridor.

In addition to the funding and direct incentive programs listed in Table 4, cities often also adopt incentive policies to encourage the development of compact, mixed-use development near transit. Incentive policies might include fee waivers or expedited permitting or review for TOD projects that meet certain density thresholds, levels of affordability or other criteria. It is important to note that many incentive policies create indirect financial incentives for building TOD, for example by reducing the required parking and thus reducing development costs. Though this type of indirect incentive was not the focus of this research effort, the research team recognizes that these types of incentive-based policies have been effective at advancing TOD in many places.

Table 4: Local Programs that Provide Grants, Loans, Tax Credits or Direct Financial Incentives to TOD

ARIZONA		
TOD Bond Program, Phoenix Community and Economic Development Department	Implementation	The Department gained authority to spend approximately two million dollars on acquiring land for TOD and to reimburse developers of TOD for infrastructure improvements. Funds have been used to pay for the construction of sidewalks, landscaping and utility relocations for a downtown project adjacent to a light rail station, and to acquire a two acre parcel adjacent to a planned light rail station for future TOD development. (no website available)
CALIFORNIA		
TOD Housing Incentive Program, City/County Association of Governments of San Mateo County	Implementation	Provides grants to cities and the county to create housing within 1/3 mile of transit stations. Under the program, a jurisdiction receives funding based on the number of bedrooms in the housing units. Eligible projects receive up to \$2,000 per bedroom. Projects must have a density of at least 40 units per acre. The Association of Governments allocates up to 10 percent of the county’s State Transportation Improvement Program funds to the TOD Incentive Program. (no website available)

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COLORADO		
TOD Acquisition Fund, Urban Land Conservancy, Enterprise Community Partners, the City and County of Denver and several other investors	Property Acquisition	Acquires properties in current and future transit corridors, with the goal of creating and preserving up to 1,200 affordable housing. The Fund is capitalized at \$15 million, with an eventual goal of \$25 million in total loan capital. The Fund will purchase and hold sites for up to five years along transit corridors. (program website)
MINNESOTA		
Capital Acquisition Revolving Fund, Minneapolis Community Planning & Economic Development Department	Property acquisition	Funding to acquire property or provide loans for private sector property acquisition and site assembly for sites located on commercial and transit corridors and at commercial nodes for mixed commercial and residential use. At least 20% of the housing units must be affordable at <50% area median income (AMI). Funded with \$1 million in Community Development Block Grant (CDBG) money, other funding comes from Neighborhood Revitalization Program funds. (program website)
Transit Oriented Development Bond Program, Hennepin County	Implementation	Grants or loans to public agencies, for-profit and non-profit developers for TOD projects within redevelopment areas. Projects must have multi-jurisdictional impacts and enhance transit usage. Funding from general obligation bonds, over \$13 million awarded since 2003. County Board has authorized an additional \$2 million per year in the capital budget through 2012. (program website)
NORTH CAROLINA		
South Corridor Land Acquisition Fund, Charlotte	Property acquisition	Used by the city to purchase land along the South Corridor LRT, with purpose of promoting mixed-income housing and mixed-use development. Fund was capitalized with initial grant of \$5 million and, when combined with other sources of funds, was used to purchase 17 acres of land for affordable housing and mixed-use development. (no website available)

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OREGON		
TOD Property Tax Abatement Program, Portland Development Commission	Implementation	Reduces operating costs of TOD projects by offering a ten-year maximum property tax exemption, for projects on vacant or underutilized sites along transit corridors whose design and features encourage building occupants to use public transit. (program website)
WASHINGTON		
Transit-Oriented Community Development Fund, City of Seattle	Implementation	Grants and loans available to developers who seek to build mixed-use, commercial, and multi-family developments, and to businesses seeking to locate or expand existing facilities in a light-rail station area. Funded with \$50 million from a dedicated pool established by the City of Seattle, King County, and Sound Transit in 2002. Business incentive loans average \$200,000 for a 5-year term. Business stimulus loans available in smaller amounts (\$10,000 to \$50,000). Real estate financing loans vary. (program website)
Seattle Housing Levy, Acquisition and Opportunity Loan Program, Seattle Office of Housing	Property acquisition/funding	Provides short-term loans to help make strategic purchases of buildings or land for long-term affordable housing units. The program prioritizes “projects that produce or preserve low-income housing located in a high-capacity transit station area or a high-frequency transit service area.” Acquisition and Opportunity Loan program funded at \$6.5M through a 2009 voter approved seven-year tax on property values, called the Seattle Housing Levy. Another program within the Housing Levy, the Rental Preservation and Production Program, also prioritizes the preservation of affordable housing in high-capacity transit areas. (program website)

Conclusions and Next Steps

In conducting this research, a number of cross-cutting themes became evident. First, it appears that the introduction of TOD programs is on the rise. Many of the interviewees noted that they often receive inquiries from other states/localities that are interested in adopting comparable programs, and this research effort uncovered a number of proposed programs that are currently being developed. The most common forms of funding for TOD programs are general fund revenues or bonds, and programs at the regional level often use federal STP or CMAQ funds.

The amount that each program is used or accessed by its target audience varies greatly from place to place. Some TOD programs are rarely used while others, such as the Metropolitan Transportation Commission's TLC program, are oversubscribed every cycle and can only fund a portion of applicants. While more analysis is needed to determine what makes some programs more heavily used than others, it is likely that the state of the current economic market may be inhibiting the use of some programs. Another factor may be a lack of sufficient outreach and education about the programs' existence and about how to access funds. The transparency and clarity of information about these programs varies greatly, with some agencies providing clear websites with detailed information about their programs and others offering minimal or no information online.

Although this effort did not involve in-depth analysis of individual programs, the research team has made three recommendations regarding TOD funding programs:

1. It is essential that TOD programs are designed to fit the needs of the place they are designed to serve. The type of program (i.e. planning vs. implementation) and the target audience will depend on a range of factors, such as the scale and quality of the regional transit network, the nature of the land development market and the extent to which TOD has been successfully implemented in the region.
2. While adopting TOD-supportive programs can be an important part of implementing quality transit-oriented development, it is just one piece of the puzzle. Implementing TOD requires an alignment of policies, plans and investments at many scales, as well as the involvement of a broad set of actors, including development and real estate professionals, community organizations, citizens and elected leaders, to name a few. In addition, removing policy barriers to TOD may prove equally important. Common policy barriers include zoning that prohibits mixed-uses or higher densities near transit, transportation investment patterns that do not support transit ridership, or state laws that prohibit the use of value capture mechanisms like tax-increment financing to support TOD.
3. Not all of the programs presented here include an affordable housing component. As stated, each TOD program must be tailored to the needs of

each community and some places may not need their TOD program to require or encourage the inclusion of affordable units near transit. Many places, however, may be able to use their TOD programs to create an incentive for localities to zone for appropriate levels of affordable housing near transit, agencies to acquire properties for mixed-income TOD, or developers to include below-market rate units in their projects. Without including affordable housing in the TOD program, the agency may risk investing in plans or projects that exclude lower income people, a group that can particularly benefit from living near transit. (For more information about implementing Mixed-Income TOD, see www.mitod.org.)