

Transit-Oriented Development Listening Sessions: *Summary*

August 2022



Contents

- Listening Sessions Overview
- Transit-Oriented Development (TOD) Outcomes
- Benefits of TOD
- Challenges of TOD Implementation
- Discussion Themes
- Common Practices
- Lessons Learned



Listening Sessions

- Three sessions held in Spring 2022 in partnership with the U.S. Department of Housing and Urban Development
- Partners highlighted their efforts to strengthen their communities through equitable TOD
- Participants Included:
 - Transit leadership
 - Transit advocates
 - Community/social equity activists
 - Public and private sector planning professionals
 - Financial and philanthropic partners



TOD Listening Session Panelists

Listening Session	Participants	
Session 1	Courtney Jackson Debra Johnson Fred Neal Jr Jacob Vallo Robert Hanifin Robin Keegan Stuart Hean	Executive Director, RIDE New Orleans General Manager and CEO, Regional Transportation District (Denver CO) Director of Planning, Villavaso and Associates Senior Director of Transit Oriented Development, Real Estate and Art in Transit Project Development Lead, U.S. DOT Build America Bureau Deputy Assistant Secretary for Economic Development, US Department of Housing and Urban Development Director of Investments, The Collective Investment Group
Session 2	Tomika Monterville Sharmila Mukherjee Ryan Levesque Sanjay Patel Scott Smith Steven Segerlin Stan Wall	Director of Transportation for the City of San Antonio Executive Vice President of Planning and Development for Capital Metro in Austin, Texas Deputy Director for the City of Tempe Community Development Department Director of Strategic Projects at Soccer in the Streets CEO of Valley Metro in Phoenix, Arizona Program Manager for Real Estate & Station Area Planning at the Washington Metropolitan Area Transit Authority Managing Partner for HRA Advisors in Washington, D.C.
Session 3	Mike Connelly Marie Sullivan Debbie Chen Mark McLaren Grace Kim David Nisivoccia Roberto Requejo Kevin Reilly	Chief Planning Officer for Chicago Transit Authority Transportation Planning Manager for LA METRO Director of Real Estate for Little Tokyo Services Center APTA Subcommittee on Transit Oriented Communities Co-founding Principal for Schemata Workshop and HDC Board Member Executive Director of the Denver Housing Authority of the City and County of Denver Executive Director of Elevated Chicago Assistant Director for Policy at Laborers' International Union of North America

Federal Support for TOD

- Dense, walkable, mixed-use development near transit attracts people and adds to vibrant, connected communities.
- Public transportation can help foster partnerships in communities that support the development of affordable housing around transit. When done right, TOD leads to more equitable communities.
- TOD is best facilitated when regional or local governments encourage it through land use planning, zoning, development laws, and changes to building codes.
- When TOD coincides with a federally funded transit project, USDOT can help support the effort through financial and technical assistance, training, and other resources to complement the TOD planning study & implementation.

Program	FAST Act 2016-2020	Current Funding under BIL 2022-2026	% Increase
FTA TOD Planning Program	\$50 million	\$68.9 million	38% over 5 years
Metropolitan & Statewide Planning	\$681 million	\$966 million	41% over 5 years

TOD Outcomes

- Increased ridership and associated revenue gains for transit systems
- Incorporation of public and private sector engagement and investment
- Revitalization of neighborhoods
- A larger supply of affordable housing
- Economic returns to surrounding landowners and businesses
- Congestion relief and associated environmental benefits
- Improved safety for pedestrians and cyclists through non-motorized infrastructure

TOD Benefits

Panelists shared how TOD has benefited their community and surrounding areas, such as:

- **TOD increases ridership and strengthen community relationships** by bringing people together.
- **TOD districts can be a platform for providing equitable services** as a ladder for economic opportunity.
- **TOD planning brings in the perspective of the community** early in the design process.
- **TOD improves opportunities for traffic circulation** within a regional area by increasing the capacity of road arteries.
- **TOD encourages high level of design standards** for safety by incorporating innovative programs like Complete Streets.



*Proposed TOD project Phoenix, AZ.
Photo credit: Valley Metro*

Challenges in Implementing TOD

Panelists shared their experiences with challenges in implementing TOD projects:

- **There can be a market disconnect** between the development market, what the community wants, and what the governing authority would like to develop.
- **Not In My Back Yard** behavior, often referred to as NIMBYism, is a person or community who objects to the siting of something perceived as unpleasant or hazardous in the area where they live, especially while raising no such objections to similar developments elsewhere.
- **The time horizons of TOD project components may not always align with specific phases** of project implementation causing delays or cost overruns.
- **There may be unintended consequences of TOD development** that could lead to relative displacement or gentrification.



TOD Considerations

- **Equity**
- **Empathy**
- **Community Partnerships**
- **Access and Mobility**
- **Zoning Reform**
- **Climate Change**
- **Affordable Housing**



TOD station Somerville, MA. Photo credit: MBTA

Discussion Themes

Equity

- Panelists throughout the listening sessions underscored the importance of incorporating equity principles into all phases of TOD implementation that promotes development, without the displacement of existing residents.
- TOD strategies can be a driver for more vibrant prosperous and resilient neighborhoods for minorities and lower to moderate income residents.

Empathy

- Gaining the perspective of the community not only informs how to build equitable TOD systems to better serve the community, but also encourages community ownership of the services and amenities.



Discussion Themes

Community Partnerships

- Community partnerships are the backbone of successful TOD
- Inform design, planning, and assist in disseminating information on TOD benefits
- Partnerships can leverage funding and expertise to fill gaps in financing for a TOD
 - Examples: community-based non-profits, universities, private developers, local and regional governments

Access and Mobility

- TOD districts can connect transportation modes (e.g., walking/biking and fixed route transit)
- TOD can integrate multimodal planning and safety approaches such as complete streets and ADA compliance



Discussion Themes

Zoning Reform

- Zoning reform is often required to implement TODs so that transit and different types of housing can be built.
- Equitable transit-oriented development can help mitigate rising housing costs by legalizing certain types of housing and creating denser areas to live.

Climate Change

- TOD projects can reduce carbon footprint by creating compact walkable spaces and encouraging the use of transit.

Discussion Themes

Affordable Housing

- TOD planning promotes mixed-income housing opportunities for broad range of income levels.
- Some authorities, like LA METRO, aim to make TOD housing 100 percent affordable first, with a secondary benchmark of 25 percent mixed-income housing, if initial goal is not met.
- Community ownership models for TOD areas encourage mixed-income housing. SPARCC grants in Chicago help to finance innovative models like community investment vehicles and cooperative land trusts.



*Affordable housing built in a Denver, CO TOD location.
Photo credit: Parikh Stevens Architects via U.S. Department of
Housing and Urban Design*

Common Practices

Developing community partnerships

- **Community advocates** help to disseminate and gather information for their neighborhoods to help inform TOD development.
- **Cultural trusts** are non-profit organizations that can inform the designs of TODs so that they better reflect the identity of the community.
- **Manage expectations and follow-through on action items** so stakeholders can trust that they are being listened to and respected.
- **Broaden community partnerships to be inclusive** by involving local experts that reflect the diversity of the community to include race, gender, and ability.



Common Practices

Empathy

- **Engage with the community early and often** so that the community can truly be a part of the process.
- **Practice cultural competency** so that you are speaking to the community and not *at* them.
- **Meet people where they are.** Visit community centers & help residents attend, i.e. pay for childcare services.
- **Prioritize quality of life over the profit.** The promise of tax revenue from sporting venues should not come before the basic needs of the community.

Utilize a framework with strong principles

- **Build an inclusive framework** (connect, show up, educate, empower, decenter, listen).
- **Be consistent** with your planning and TOD implementation to help set expectations.



Common Practices

Incorporate equity principles into planning and design

- **Geographic equity.** Use data to determine who has and needs access to jobs and services.
- **Adopt an Equitable Transit-Oriented Development (ETOD) policy.** Several major cities have adopted equitable principles and plans for implementing TODs such as Chicago and Austin.
- **An equity atlas** is a tool that can help anticipate and mitigate the impacts of possible gentrification caused by development.



Mixed-use TOD development in Chicago, IL.
Photo credit: Chicago Metropolitan Agency for Planning

Common Practices

Financing

- **Impact investment perspective** maximizes community goals over financial returns.
- **Utilize existing government funding programs** such as the New Market Tax Credit Program or innovative construction management to create mixed income developments.
- **Use neighborhood plans to identify investment priorities** that have been previously vetted by the community.
- **Partnerships** with regional governments, universities, and private organizations can help leverage funding to build TOD projects.
- **Dedicated state and municipal transportation tax funding** provides consistent funding that TOD projects and services can count on.



Common Practices

Data collection and purpose

- **Drive the discussion with data.** Often a transit agency may not be the full funder of a TOD investment, but they can be the driver of the discussion with well thought out plans based on strong data.
- **Use data metrics to establish an equity baseline** to better understand how a TOD can better serve the community and what their impacts are after implementation.
- **Use data to identify investment areas.** Employment information can help identify major employment hubs and how workers commute.
- **Make tools better known to partners so that they can utilize them.** Information sharing can be powerful.



Lessons Learned

Managing Expectations Requires Trust

Stan Wall, Managing Partner for HRA Advisors in Washington, D.C., learned:

- Listen to the community and acknowledge that change can be a valid concern,
- Acknowledge the historical impacts of development within the community, and
- Embrace the culture of the area and reflect that identify within the TOD design.

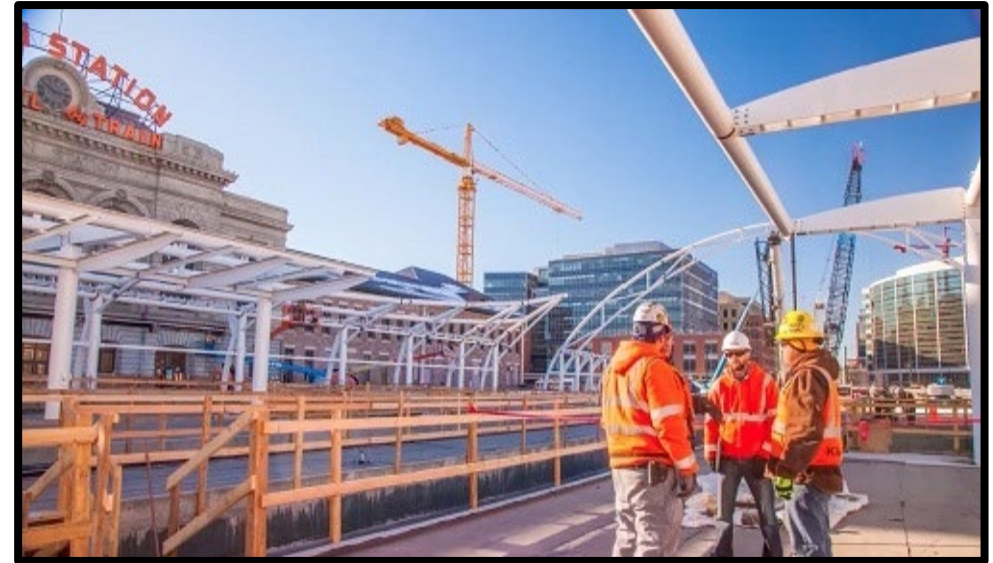
TOD should reflect the Spirit of the Community

Sanjay Patel, Director of Strategic Projects at Soccer in the Streets in Atlanta, learned:

- Build community coalitions to garner strong public interest and support,
- Advocate to champions who have a seat at the decision-making table, and
- Establish broad partnerships to navigate complex designs and ideas.

Pilot Program for Transit-Oriented Development Planning

- Since 2015, FTA has supported 110 planning studies totaling \$90M.
- The Program received a 38% increase in funding through the Bipartisan Infrastructure Law.
- On May 26, 2022, FTA announced the availability of \$13 million for TOD planning.
- The FY22 Project Selections will be announced Fall 2022



Denver, CO Union Station TOD. Photo credit: FTA

Questions?



[TRANSIT.DOT.GOV](https://www.transit.dot.gov)