



# ENHANCING COLLABORATION FOR SUCCESSFUL TOD IMPLEMENTATION

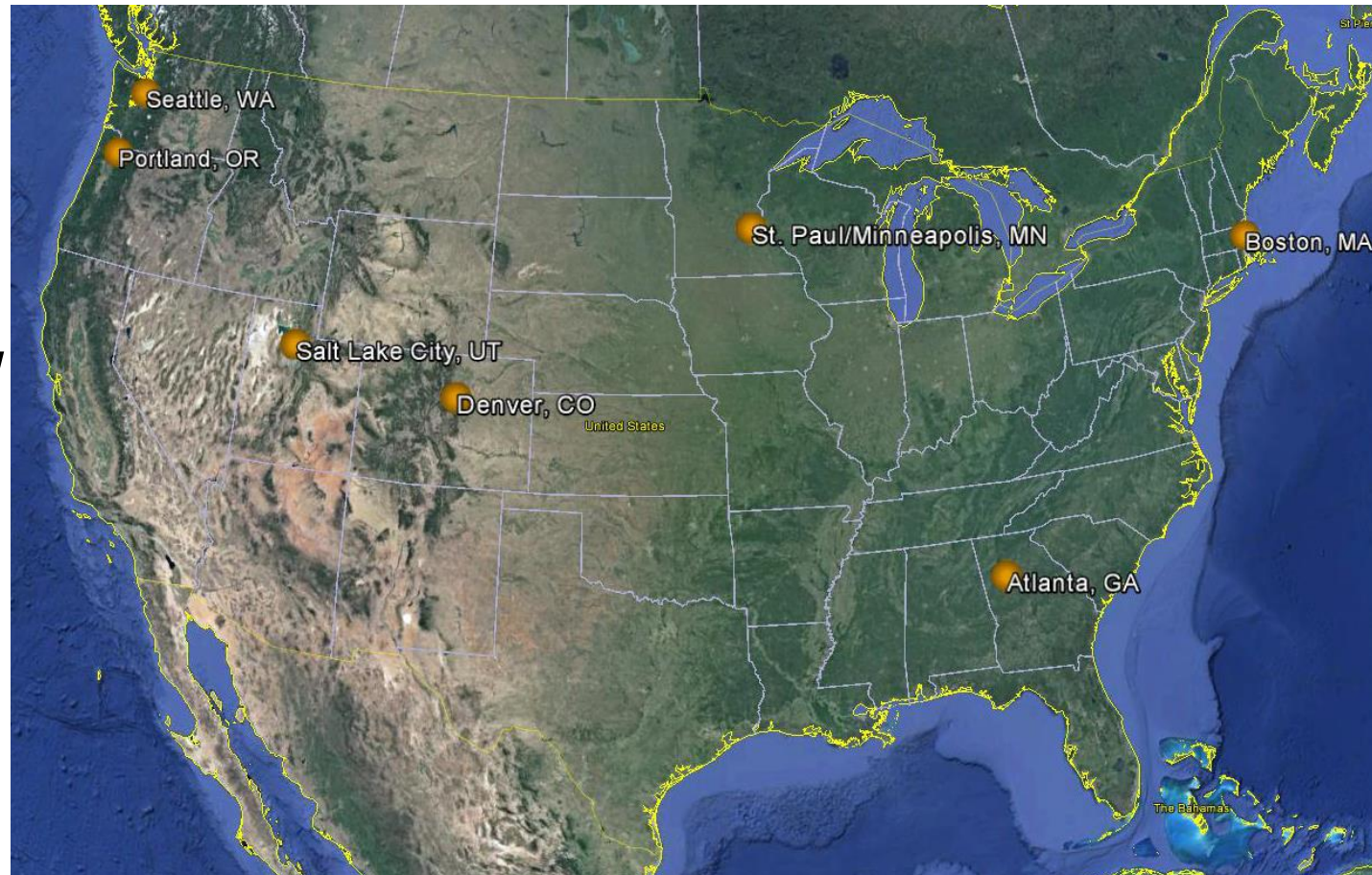
9/29/2014

Regional Models From Across the US

# Models of Collaboration

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- ☐ **Atlanta**
- ☐ Boston
- ☐ Denver
- ☐ **Minneapolis/  
St. Paul**
- ☐ Portland
- ☐ Salt Lake City
- ☐ **Seattle**



# Atlanta

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## Regional and Local Coordination

### □ Livable Centers Initiative (LCI)

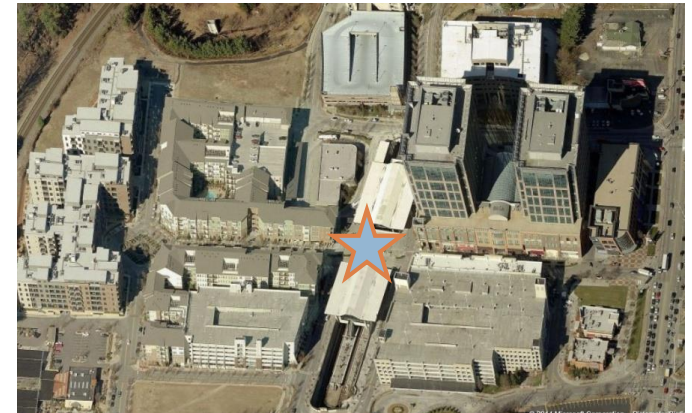
- Led by Atlanta Regional Commission
- PLAN 2040 – Unified regional plan for future land use, development and growth, and transportation
- Provides grants for local plans and studies that advance the regional plan
- Construction funds are available for implementation

### □ Atlanta TOD Collaborative

- 13-member partnership of non-profits, developers, banks and government agencies aimed at removing barriers to, and advancing incentives for, equitable TOD
- Developed out of a TOD working group initiated by 3 non-profit organizations
- Funded through grants
- Indirectly supported by ARC
- Identified its geographic focus in the core of Atlanta

### □ MARTA (2 county transit agency)

- Primary focus is on providing transit
- Renewed interest in TOD joint development
  - TOD Office



Lindbergh Center

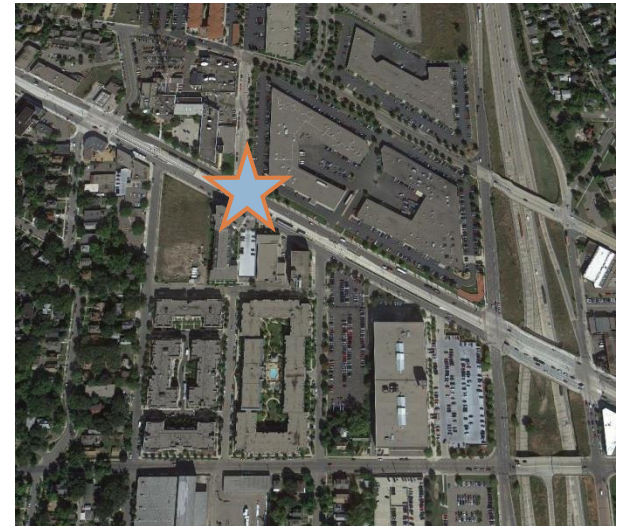


# Minneapolis/St. Paul

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## Recognition of Challenges and Addressing Roles & Responsibilities

- **Metropolitan Council – “One stop shop” regional entity**
  - MPO, Regional Planning Agency, Transit Agency, and more
  - Develop the regional plan, Thrive MSP 2040, integrating transportation and land use
  - Expanding light rail system
- **Even with a single regional agency and plans, visions and programs supporting TOD, implementation remained elusive**
  - Recognized 2 challenges limiting TOD implementation
    - A lack of clear roles & responsibilities and strategies
    - Poor internal coordination and communication between divisions
  - In response, Metropolitan Council created:
    - Guide for Transit-Oriented Development
    - TOD Strategic Action Plan
    - TOD Policy
    - A TOD office
  - These efforts shifted primary responsibility for TOD from local jurisdictions to a shared, regional effort based on the regional plan



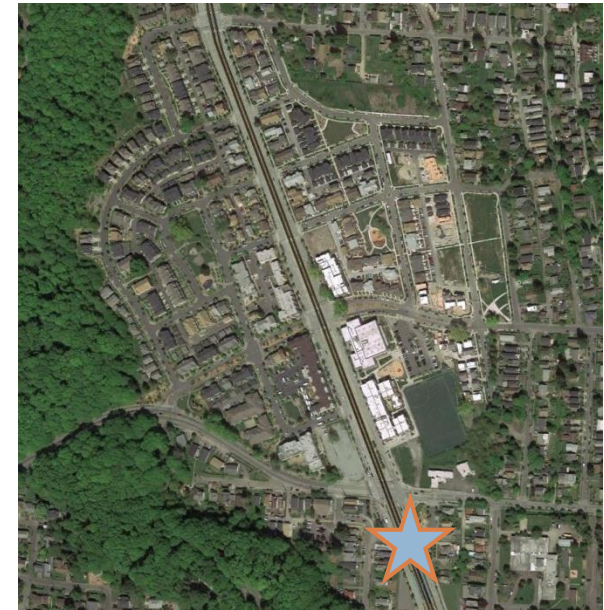
Westgate Station

# Seattle

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## Planning for Growth and Regional Transit

- Urbanized area spans 3 counties, each with a transit agency
- Regional Transit Agency - spans all 3 counties
  - ▣ Created by ballot measure, voter approved taxes
  - ▣ Implementing a \$15 billion rapid transit expansion
  - ▣ Recently taking more initiative in TOD
    - Adopted a TOD policy and TOD Strategic Plan
- Regional and transportation plans focus growth into compact urban centers connected with transit
- Even with strong growth management laws, TOD implementation remained elusive
  - ▣ Puget Sound Regional Council (PSRC) recognized:
    - Local governments needed additional tools and improved coordination with agencies and developers
    - Regional plans lacked steps on how to implement TOD
    - No program coordinating regional efforts
  - ▣ Growing Transit Communities - A tool and TOD planning effort to implement regional plans and TOD
    - TOD Compacts
    - Demonstration projects
  - ▣ PSRC will create a regional TOD Implementation Program with dedicated staff



Rainier Vista, WA

# Spreading TOD Beyond the Core

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