



ENHANCING COLLABORATION FOR SUCCESSFUL TOD IMPLEMENTATION

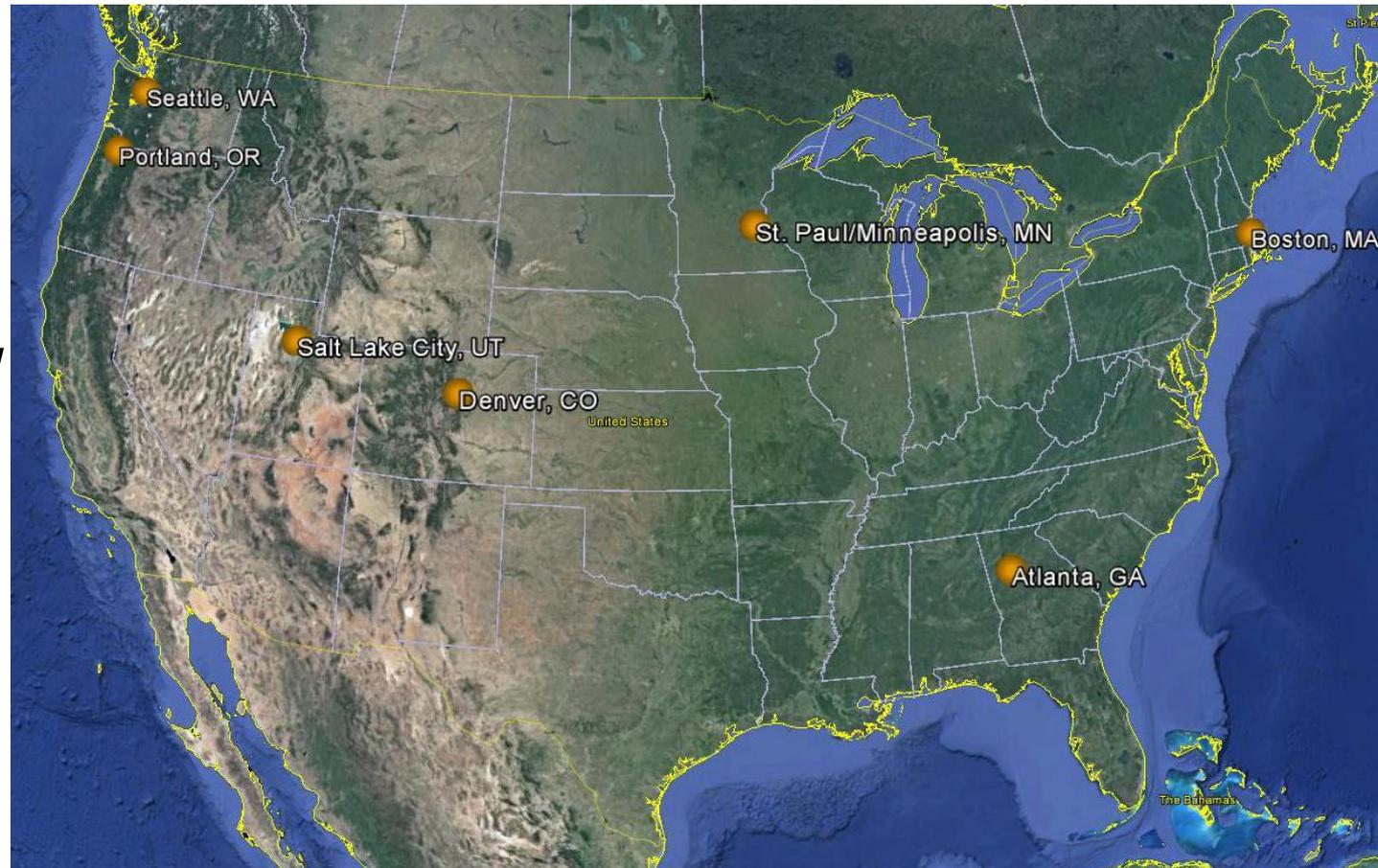
9/29/2014

Regional Models From Across the US

Models of Collaboration

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

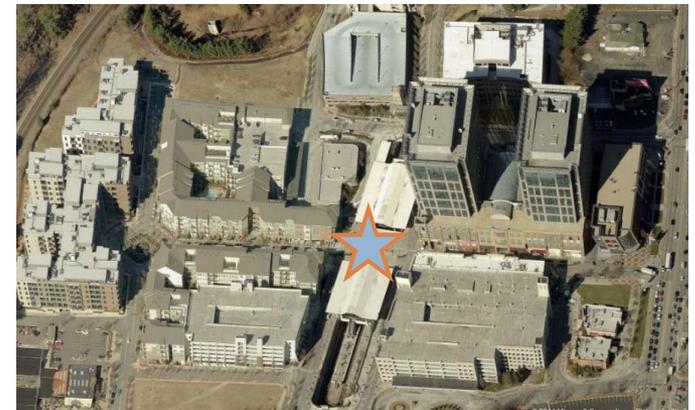


Atlanta

5

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

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



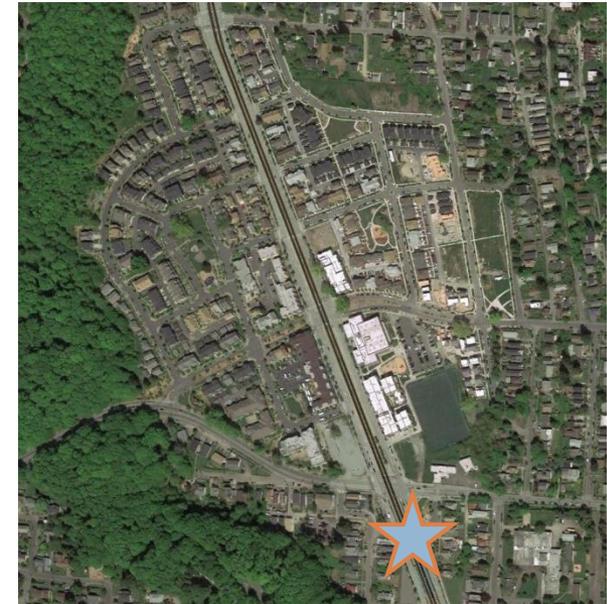
Westgate Station

Seattle

II

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

12

