



FEDERAL TRANSIT ADMINISTRATION

# Pilot Program for Transit-Oriented Development Planning

October 9, 2014



U.S. Department of Transportation  
Federal Transit Administration

# Introduction - Pilot Program for TOD

- New Program created in MAP-21 Section 20005(b)
- \$19.98 Million Appropriated in FY 2013 and FY 2014
- NOFA published September 4, 2014
- Applications due November 3, 2014
- Funding announcements anticipated in early 2015

# Statutory Background

“The term ‘eligible project’ means a new fixed guideway capital project or a core capacity improvement project, as those terms are defined in section 5309 of title 49, United States Code ...” (MAP-21 Section 20005(b)(1)(A))

“The Secretary may make grants ... to a State or local governmental authority to assist in financing comprehensive planning associated with an eligible project that seeks to -” (MAP-21 Section 20005(b)(2))

- A. Enhance economic development, ridership and other goals established during the project development and engineering processes
- B. Facilitate multimodal connectivity and accessibility
- C. Increase access to transit hubs for pedestrian and bicycle traffic
- D. Enable mixed-use development
- E. Identify infrastructure needs associated with the eligible project
- F. Include private sector participation

## Goals for the Program

- Support comprehensive planning in Capital Investment Grant (CIG) Program project corridors
- Maximize chances of comprehensive planning implementation through partnerships
- Support planning work that goes beyond what local agencies would usually fund themselves

# Transit Project Requirements

- Proposals must be for planning work associated with a Core Capacity, New Starts or fixed-guideway Small Starts project that either
  - Has officially entered the Project Development or Engineering phase of the Capital Investment Grant program process as demonstrated by a letter from FTA stating the project's entry
  - or
  - Has Initiated NEPA prior to NOFA publication (September 4, 2014)

## Eligible Applicants

- Must be an existing FTA grantee that meets one of the following conditions:
  - Sponsoring an eligible CIG project and partnering with an entity in the project corridor that has land use authority
  - Is an entity located in an eligible CIG project corridor that has land use authority and is partnering with the transit project sponsor
  - Sponsoring an eligible CIG project and has land use authority
- Only one application per CIG project corridor

## Eligible Activities

- Applicants must describe how the proposed work addresses the six aspects in NOFA section (C)(3)
- Final deliverables may include (not a finite list):
  - Comprehensive Plan (Report)
  - Strategic Plan report with corridor-specific planning strategies
  - Zoning codes or resolutions
  - Enabling policies
  - Local or regional resolutions to implement plans or establish TOD funding mechanisms

## Activities NOT Funded

- TOD planning work in a single station area or non-adjacent station areas
- Any work that would typically be done as part of the transit project planning and design
- Capital projects
- Site- or parcel-specific planning



## Grant Conditions

- Maximum period of performance is 24 months
- Minimum award of \$250,000
- Maximum award of \$2 million
- Maximum 80 percent Federal funding share
- Toll credits cannot count toward the 20 percent local match
- Deferred local match not permitted
- Must comply with standard FTA grant management requirements

## Submitting an Application

- Apply through [grants.gov](http://grants.gov)
- Complete application consists of SF 424 Mandatory form with the following attachments:
  - A completed Applicant and Proposal Profile form, available at <http://www.fta.dot.gov/TODPilot>;
  - Evidence of the partnership between the transit project sponsor and an entity in the project corridor with land use planning authority (unless applicant has both responsibilities)
  - Documentation of funding commitments
- Cumulative 15-page limit for SF 424 attachments

# Initial Application Screening Criteria

- Identification of an eligible transit project
- Evidence of partnership between the transit project sponsor and an entity with land use authority (if separate entities)
- A complete application includes:
  - Scope of work
  - Schedule
  - Cost estimate
  - Description of consistency with metropolitan transportation plan goals
  - Proposed performance criteria
  - Description of impediments and how the work will address them
  - Identification of matching funds

# Formal Application Evaluation Criteria

- Demonstrated need for TOD planning funds
- Strength of the TOD planning work plan, schedule, and process
- Likelihood of implementation of CIG project
- Funding commitments for TOD planning work

Overall score of Highly Recommended,  
Recommended, Not Recommended or  
Ineligible/Unresponsive

## Common Questions

- Do bus improvements not funded through the CIG Program constitute an eligible transit capital project?
- Are corridor-based BRT (e.g., non-fixed guideway) Small Starts projects eligible?
- Is my TIGER-funded transit capital project eligible?
- Can funds be used for transit planning? Design of transit facilities?
- What constitutes evidence of initiating NEPA?
- Why do I get an error message when I try to view the profile form in my web browser?
- Will there be future NOFAs for this program?

**Thank you!**

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