



# GRANT INSIGHTS

The purpose of the **Pilot Program for Transit-Oriented Development (TOD) Planning** is to provide funding for the creation of comprehensive planning or site-specific planning studies associated with new fixed guideway capital projects or core capacity improvement projects. The Federal Transit Administration (FTA) will strongly prioritize the award of TOD planning grants in areas with high incidence of homelessness—in the hope of providing opportunities for localities to address housing affordability and homelessness holistically through their planning processes. Program funds are authorized through the Infrastructure Investment and Jobs Act (IIJA).

Federal Agency Name	U.S. Department of Transportation - Federal Transit Administration (FTA)
Funding Opportunity	Pilot Program for Transit-Oriented Development (TOD) Planning - FY2024
NOFO Release Date	05/23/2024
Application Due Date	07/22/2024 by 11:59 p.m. EST via <a href="http://www.Grants.gov">www.Grants.gov</a>
# of Programs:	1. New Fixed Guideway or Core Capacity Improvement Projects
Total Funding Available	\$10,496,164
Award Minimum	N/A
Award Maximum	N/A
Recipient Cost-Share/ Match Requirements:	Applicants must provide at least 20% of the total project costs via non-federal matching contributions. If certain requirements are met, applicants may be eligible for a lesser cost-share amount.
Summary	<p>Comprehensive or site-specific planning work associated with an eligible transit capital project. The transit capital project must be a new fixed guideway project or a core capacity improvement project (see Section 3.i of NOFO for definitions).</p> <p>Projects <b>must address all</b> six factors set forth in Section 20005(b)(2) of MAP-21:</p> <ol style="list-style-type: none"><li>1. Enhance economic development, ridership, and other goals established during the project development and engineering process;</li><li>2. Facilitate multimodal connectivity and accessibility;</li><li>3. Increase access to transit hubs for pedestrian and bicycle traffic;</li><li>4. Enable mixed-use development;</li><li>5. Identify infrastructure needs associated with the eligible project; and</li><li>6. Include private sector participation.</li></ol> <p><b>Substantial deliverables</b> resulting from the comprehensive/site-specific planning work may include, but are not restricted to, the following:</p> <ul style="list-style-type: none"><li>• A comprehensive TOD plan report with corridor development policies and station development plans;</li><li>• Revised TOD-focused zoning codes and/or resolutions;</li><li>• Plans with supportive policies for pedestrian/bicycle connectivity;</li><li>• Policies to encourage affordable housing; or</li><li>• Local or regional resolutions to implement TOD plans and/or establish TOD funding mechanisms.</li></ul>





Eligible Applicants	<p>Applicants to the TOD Pilot Program must be:</p> <ul style="list-style-type: none"><li>• A State, U.S. Territory, or Local Governmental Authority; and</li><li>• Be an FTA grant recipient (i.e., existing direct or designated recipients) as of 05/23/2024; and</li><li>• Be the project sponsor of an eligible transit capital project (as defined in Section C.3 of the NOFO) or an entity with land-use planning authority in the project corridor of an eligible transit capital project.</li></ul> <p>*If the application is for a comprehensive plan, only one application per transit capital project corridor may be submitted to FTA.</p> <p>**FTA may accept multiple applications for the same corridor if each is: site-specific; submitted by separate applicants with different land-use authorities; or does not overlap with any other application that would cover the same site.</p>
Special Considerations	<p><b>FTA seeks projects that support the following priorities and objectives:</b></p> <p>(1) renew our transit systems; (2) reduce greenhouse gas emissions from public transportation; (3) advance racial equity by removing transportation-related disparities to all populations within a project area and increase equitable access to project benefits; (4) maintain and create good-paying jobs with a free and fair choice to join a union; and (5) connect communities by increasing access to affordable transportation options. FTA <b>encourages</b> TOD planning in areas where communities are trying to preserve, protect, and increase the supply of affordable housing.</p>
Notes	<p><b>Application Review Criteria:</b></p> <ol style="list-style-type: none"><li>1. Project Factors: Does the project address all six factors set forth in Section 20005(b)(2) of MAP-21?</li><li>2. Demonstrated Need: Does the project advance TOD implementation in the corridor and region? Why are Federal funds needed? To what extent does the TOD planning address climate change, affordable housing, and challenges faced by Environmental Justice Populations?</li><li>3. Strength of the Work Plan, Schedule, and Process: What potential State, local, or other impediments to the implementation of the plan exist and how will they be addressed? What considerations does the applicant make for the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, and unhoused populations who may face challenges accessing employment and other services? What is the extent of the project partnerships and their technical ability to carry out the proposed work?</li><li>4. Funding Commitments: FTA will assess the status of local matching funds for the planning work. In general, the maximum Federal funding share for proposals is 80 percent.</li></ol> <p><b>Ineligible Activities:</b></p> <ol style="list-style-type: none"><li>1. Transit project development activities that would be reimbursable under an FTA capital grant, such as project planning; the design and engineering of stations and other facilities; environmental analyses needed for the transit capital project; or costs associated with specific joint development activities; and</li><li>2. Capital activities, such as land acquisition, construction, and utility relocation.</li></ol>
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