



Pilot Program for Transit-Oriented Development



Est. application deadline: TBD (FY24 was due 8/02/2024)



Est. funding: \$10.5M

Note: Estimated based on prior year's NOFO. Subject to change with future announcements (e.g., agency announcements, actual NOFOs).
Source: [2024 Pilot Program for Transit-Oriented Development Planning Notice of Funding](#)

Considerations for NOFO guidance and application preparation

- As of August 4, 2025, this fact pack was based on the prior program NOFO (released in 2024)
- NOFOs may be subject to change. Recent updates to NOFOs for other grants have included:
 - Revisions to program names
 - Removal of language, merit criteria, and application requirements around climate change and sustainability; environmental justice; equity; and workforce development (e.g., BUILD, Large Bridge Projects)
 - Updates to total funding amounts available
 - Defining Historically Disadvantaged Communities using the same statutory definition for Areas of Persistent Poverty
 - New language on applicant compliance with federal laws, regulations, executive orders, policies, guidelines, and requirements, “including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in the enforcement of Federal law”¹
 - Clarifying all grant agreements or contracts must include terms that are in compliance with Section 3(C)(iv) of EO *Ending Illegal Discrimination and Restoring Merit-Based Opportunity*
- Please refer to the MIO TAC website, grants.gov, and other source materials linked in this presentation for the latest information on NOFOs

1. [2025 BIP Large Bridge Project Grants Notice of Funding Amendments](#)

Note: Estimated based on prior year's NOFO. Subject to change with future announcements (e.g., agency announcements, actual NOFOs).

Source: [2025 BUILD Notice of Funding Amendment](#), [2025 BIP Large Bridge Project Grants Notice of Funding Amendments](#)

Pilot Program for Transit-Oriented Development (TOD) Planning aims to fund projects that will improve public transportation and transit



Goals and merit criteria:

The Pilot Program for TOD Planning helps support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning around a new fixed guideway or core capacity improvement project.

Any comprehensive or site-specific planning work proposed for funding under this program must be associated with an eligible transit capital project. Projects are not required to be within the Capital Investment Grants Program.

Comprehensive or site-specific planning funded through the program must:

- Examine ways to improve economic development and ridership,
- Foster multimodal connectivity and accessibility,
- Improve transit access for pedestrian and bicycle traffic,
- Engage the private sector,
- Identify infrastructure needs, and
- Enable mixed-use development near transit stations.

Note: Estimated based on prior year's NOFO. Subject to change with future announcements (e.g., agency announcements, actual NOFOs).

Source: [2024 Pilot Program for Transit-Oriented Development Planning Notice of Funding](#)

Pilot Program for Transit-Oriented Development details

Match funding
requirement: 20%¹

Direct Pay
applicability: No

| | | |
|--------------------------------|--|------------|
| Description | <p>The Pilot Program for Transit-Oriented Development (TOD) Planning provides funding to communities to integrate land use and transportation planning for a new fixed guideway or core capacity transit project corridor through a comprehensive or site-specific planning study.</p> <p>Planning studies funded through this program examine ways to develop affordable housing near transit, improve economic development and ridership potential, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.</p> | |
| Award amounts | Anticipated number of awards | ~20 awards |
| | Approx. federal funding available for all awards | \$10.5M |
| Ongoing & past funded projects | 2024: | |
| | Total grants: 11 | |
| | Average funding: ~\$1M per grant | |
| | 2023: | |
| | Total grants: 20 | |
| | Total funding: \$17.6M | |
| | Average funding: ~\$880K | |
| | 2022: | |
| | Total grants: 19 | |
| | Total funding: \$13.1M | |
| | Average funding: ~\$690K | |

1. Applications with a substantial focus on affordable housing may be able to apply with a 0% match funding requirement.
Note: Estimated based on prior year's NOFO. Subject to change with future announcements (e.g., agency announcements, actual NOFOs).
Source: [2024 Pilot Program for Transit-Oriented Development Planning Notice of Funding](#)

High-level requirements to apply for a TOD grant



Eligible Entities and Application Process

Eligible applicants:

- State Governments
- Local Governments
- Federally Recognized Tribes and Affiliated Groups
- Transportation Providers and Operators
- U.S. Territories

Applicants and eventual grant recipients under this program must be:

- Existing FTA grantees as of the publication date of the NOFO. A proposer must either be the project sponsor of an eligible transit capital project or an entity with land use planning authority in an eligible transit capital project corridor. Evidence of a partnership between these two types of entity will be required unless the applicant has both responsibilities.
- Only one application per transit capital project corridor may be submitted to FTA



Key Grant Application Components

Proposals must include a completed **SF-424 Mandatory form** with the following attachments:

- A completed Applicant and Proposal Profile supplemental form for the TOD Pilot Program
- A map of the proposed study area showing the transit project alignment and stations, major roadways, major landmarks, and the geographic boundaries of the proposed comprehensive planning activities
- Documentation of a partnership between the transit project sponsor and an entity in the project corridor with land use planning authority to conduct the comprehensive planning work, if the applicant does not hold both responsibilities
- Documentation of any funding commitments for the proposed comprehensive or site-specific planning work

Note: Estimated based on prior year's NOFO. Subject to change with future announcements (e.g., agency announcements, actual NOFOs).

Source: [2024 Pilot Program for Transit-Oriented Development Planning Notice of Funding](#)

Examples of past winners from Michigan



Silver Line BRT

Location: Grand Rapids, MI

Award Year: 2018

Funding: \$696,000

Project description: Interurban Transit Partnership (The Rapid) in Michigan received funding to plan for development along the Silver Line Bus Rapid Transit line, which opened in 2014 and connects Grand Rapids, Kentwood and Wyoming, Michigan.



East Jefferson Avenue Corridor

Location: Detroit, MI

Award Year: 2016

Funding: \$300,000

Project description: The Detroit Department of Transportation received funding to coordinate planning and development efforts in the East Jefferson Avenue corridor, for which the city is considering a transit investment.



Capital Area Transportation Authority (CATA) BRT

Location: Lansing and East Lansing, MI

Award Year: 2015

Funding: \$1,250,000

Project description: The Capital Area Transportation Authority (CATA) received funding to work with local jurisdictions, developers and residents to develop new land-use plans for the Michigan/Grand River Avenue corridor, where a bus rapid transit (BRT) system is being planned. CATA is conducting an environmental analysis of the planned 8.5-mile BRT line, which would connect downtown Lansing to Meridian Township.