



# Pilot Program for Transit-Oriented Development



**Application deadline: 07/10/2026**



**Available funding: \$28.5M**

Source: [2026 Pilot Program for Transit-Oriented Development Planning Notice of Funding](#)

DOCUMENT INTENDED TO PROVIDE INSIGHT BASED ON CURRENTLY AVAILABLE INFORMATION FOR CONSIDERATION AND NOT SPECIFIC ADVICE

STATE OF MICHIGAN

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



## Goals and merit criteria:

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The TOD Pilot Program funds comprehensive or site-specific planning studies that:

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

# Pilot Program for Transit-Oriented Development details

Match funding requirement: 20%

Direct Pay applicability: No

## Description

The Pilot Program for Transit-Oriented Development (TOD) Planning provides funding to communities for the integration of land use and transportation planning through comprehensive or site-specific planning associated with a new fixed guideway capital project or a core capacity improvement project.

Comprehensive planning is a methodical and iterative process that may include data collection, needs assessment, performance criteria, plan development, alternatives analysis, public engagement, implementation plans, and the subsequent implementation and monitoring of plans. A similar process may be used for site-specific planning. Comprehensive planning activities are typically conducted at the corridor/regional and station area scales.

Site-specific planning is limited to a specific site or sites at one station on a corridor and may entail existing conditions analyses, market and feasibility studies, concept plans, and other preliminary planning activities. Separate applications should be submitted for site-specific planning at different stations. Comprehensive planning and site-specific planning studies must advance the MAP-21 standards.

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## Award amounts

There is no minimum or maximum grant award amount

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## Past funded projects

2024	Total grants awarded: 11 Total funding: \$10.4M Average funding: ~\$880K, awards ranged from \$351K to \$2M
2023	Total grants: 20 Total funding: \$17.6M Average funding: ~\$880K

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# High-level requirements to apply for a TOD grant



## Eligible Entities and Application Process

Eligible applicants:

- State Governments
- Local Governments

Applicants must be:

- FTA grant recipients (i.e., existing direct or designated recipients) as of the publication date of this NOFO
- The Applicant must be the project sponsor of a new fixed guideway capital project or a core capacity improvement project, an entity with land use planning authority for the study area, or both
- The Applicant must collaborate with the associated transit project sponsor and entities with land use planning authority for the study area to implement the planning efforts, as applicable



## Key Grant Application Components

Proposals must include a completed **SF-424 Mandatory form**, with the following additional requirements:

- 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 or site-specific 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 or site-specific planning work; and
- Documentation of any funding commitments for the proposed comprehensive or site-specific planning work.

# 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.