


SETTING THE STAGE: WHY TOD MATTERS

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What is Transit Oriented Development? (TOD)

Existing Neighborhoods/Districts Within Walking Distance of Fixed-Guide-Way Transit That Offer Many Benefits:

- Reduces transportation costs for individuals and public sector
- Helps free up income for housing, education, etc.
- Increased health benefits
- Provides affordable access to jobs
- Increased density supports greater concentration of local serving retail and other services




Transit Oriented Locations Connect Households to Regional Jobs

Legend

- Light Rail
- Commuter Rail
- Heavy Rail
- Major Highways
- Major Roads

Workers

- 500 - 1,000
- 1,000 - 2,000
- 2,000 - 3,000
- 3,000 - 4,000
- 4,000 - 5,000
- 5,000 - 10,000
- 10,000+



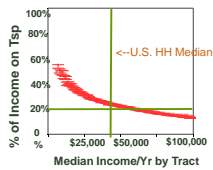
Philadelphia, Pennsylvania

Making Jobs Accessible is Getting More Challenging

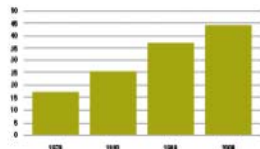
Increasing need for lower costs and less congestion:

- Households earning less than \$50,000 are spending over 20% on transportation
- Number of households commuting over 1 hour is growing

% of Income on Transportation by Tract in 28 Metros

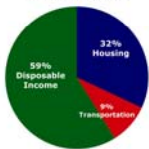


Number of Metros where at least 1 in 5 HH live >20 mi from CBD 1970 to 2000



Housing/Transportation “Tradeoff”

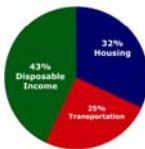
Location Efficient Environment



Average American Family



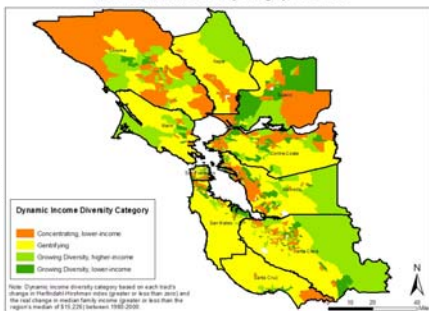
Auto Dependent Exurbs



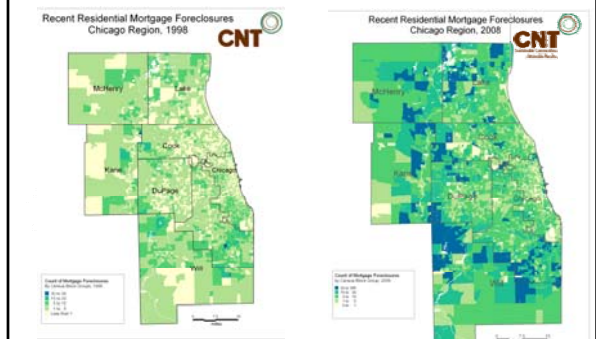
Source: Center for TOD Housing + Transportation Affordability Index, 2004 Bureau of Labor Statistics

Lower Income Households Are More Vulnerable to Changing Transportation Costs

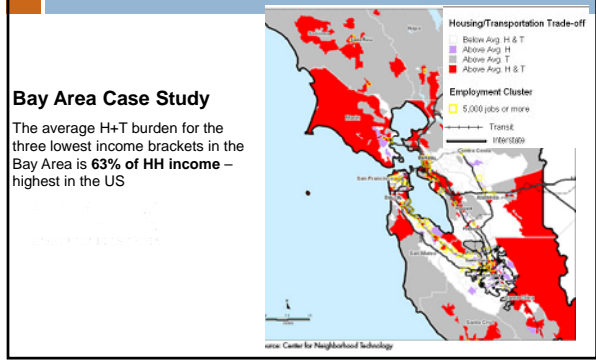
Tract-Level Income Diversity Category, 1980-2000



Foreclosure Trends in Metro Chicago - TOD Places Fare Better



Redefining Housing “Affordability: Housing + Transportation



Redefining TOD to Focus on “Equity”

Prioritizes investments that:

- Supports the production and preservation of affordable housing near transit;
- Provides other transit-accessible community services such as schools, health clinics, and food stores; and
- Enhances access to regional transit systems for transit dependent populations by providing bicycle and pedestrian access to transit stations

Photo: Kimmberly G. Smith



40 percent of TOD demand Through 2030 will be from low income households

But, According to the 2000 Census, Transit May Help Stabilize “Mixed Income” Neighborhoods:

- Transit-rich zones are more economically and racially diverse than non-transit zones.
- Neighborhoods near transit provide housing to a greater share of the region's lower income households



Equitable TOD is a Place-Based Holistic Approach to Neighborhoods

- Concentrating \$ in one area – transit oriented neighborhoods, not just projects
- Infrastructure/ community facilities financing
- Property acquisition
- Mixed-income housing



The Opportunity to Support Equitable TOD

- TOD will be part of the new national urban agenda and CDFIs/ community builders will be important actors in bringing this opportunity to low income places and people.
- CDFIs are entrepreneurial and can innovate capital solutions to the TOD challenges
- CDFIs can help policy makers shape smart solutions