



TOD Policy Update Discussion

Committee of the Whole | 3/18/2026

metrotransit.org/tod

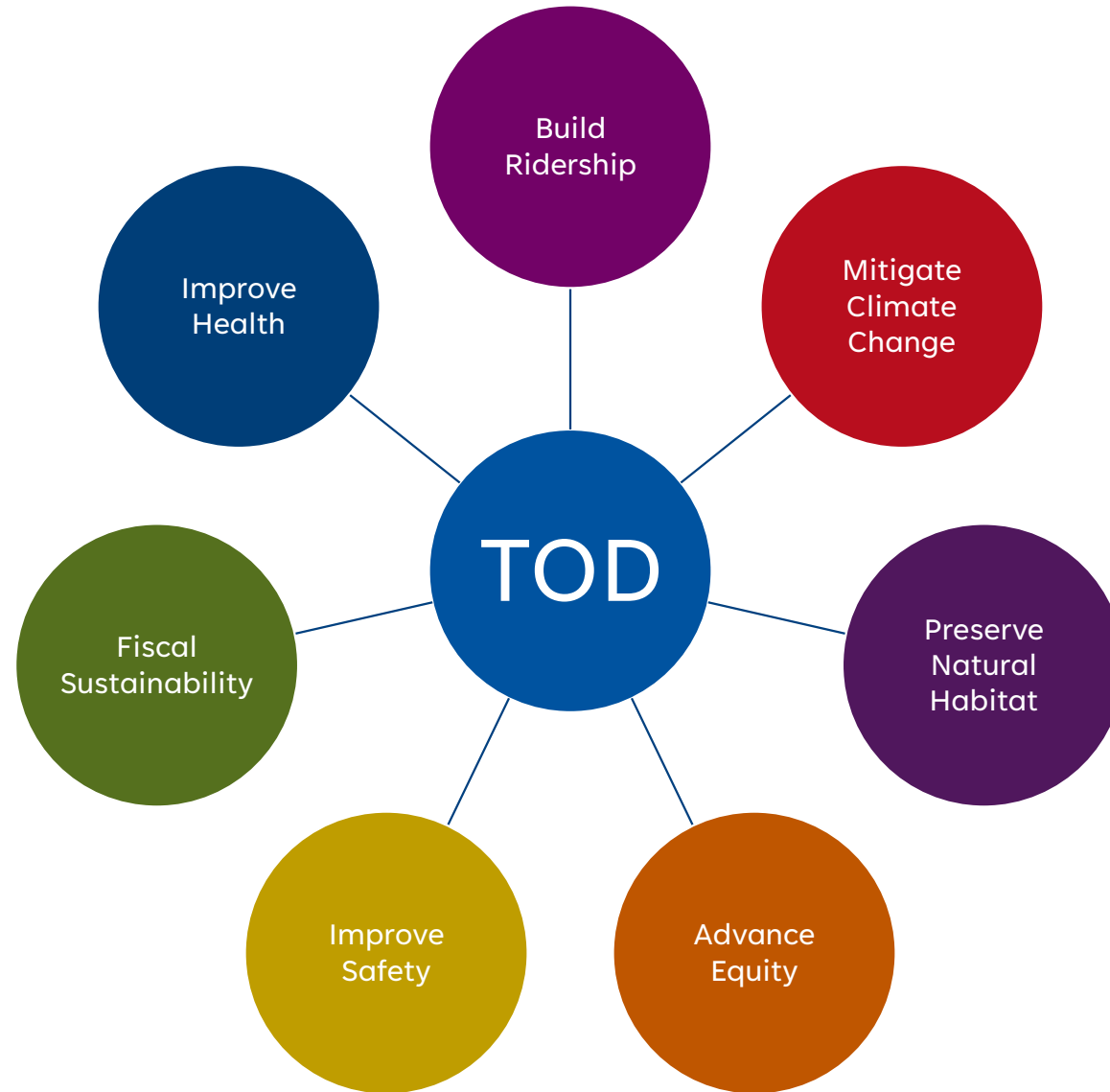


Purpose of today's engagement

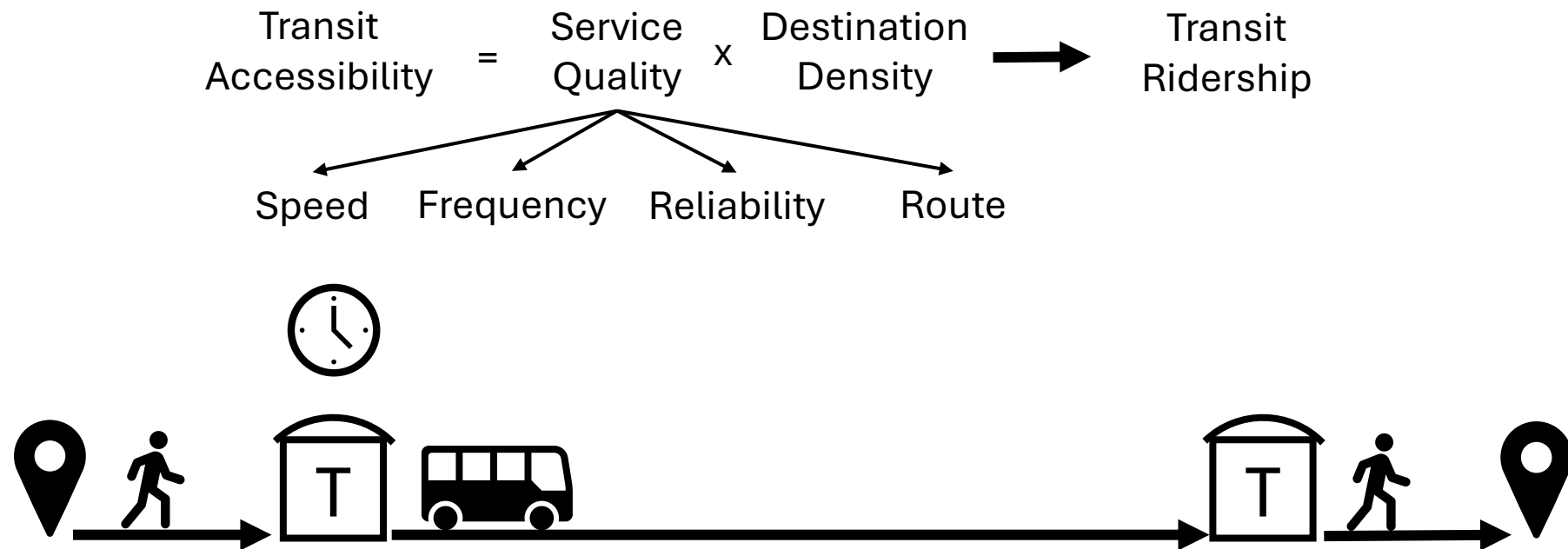
- Review TOD Policy background
- Provide an overview of the need and process to update the Council's TOD policy
- Share existing experience of the TOD program
- Seek Council feedback on process and Council priorities



Why TOD?



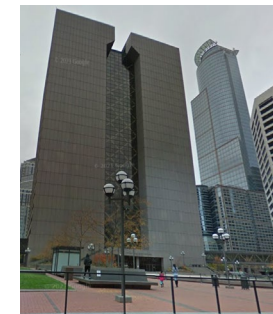
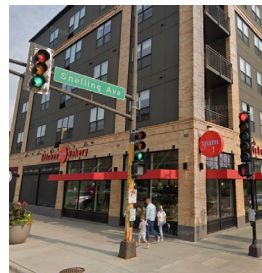
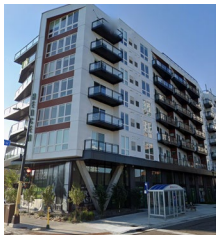
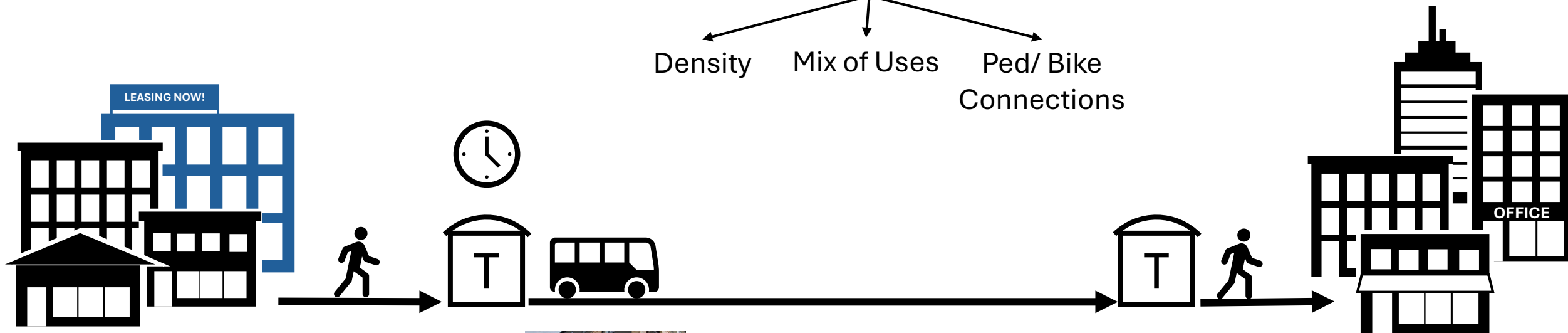
Grow Ridership



Grow Ridership

$$\text{Transit Accessibility} = \text{Service Quality} \times \text{Destination Density} \rightarrow \text{Transit Ridership}$$

Density Mix of Uses Ped/ Bike Connections



Why the Metropolitan Council?

Metropolitan Council

Transit Provider

Regional Planning

Housing &
Redevelopment
Authority

Metro Transit

Land Use

Transportation
(MPO)

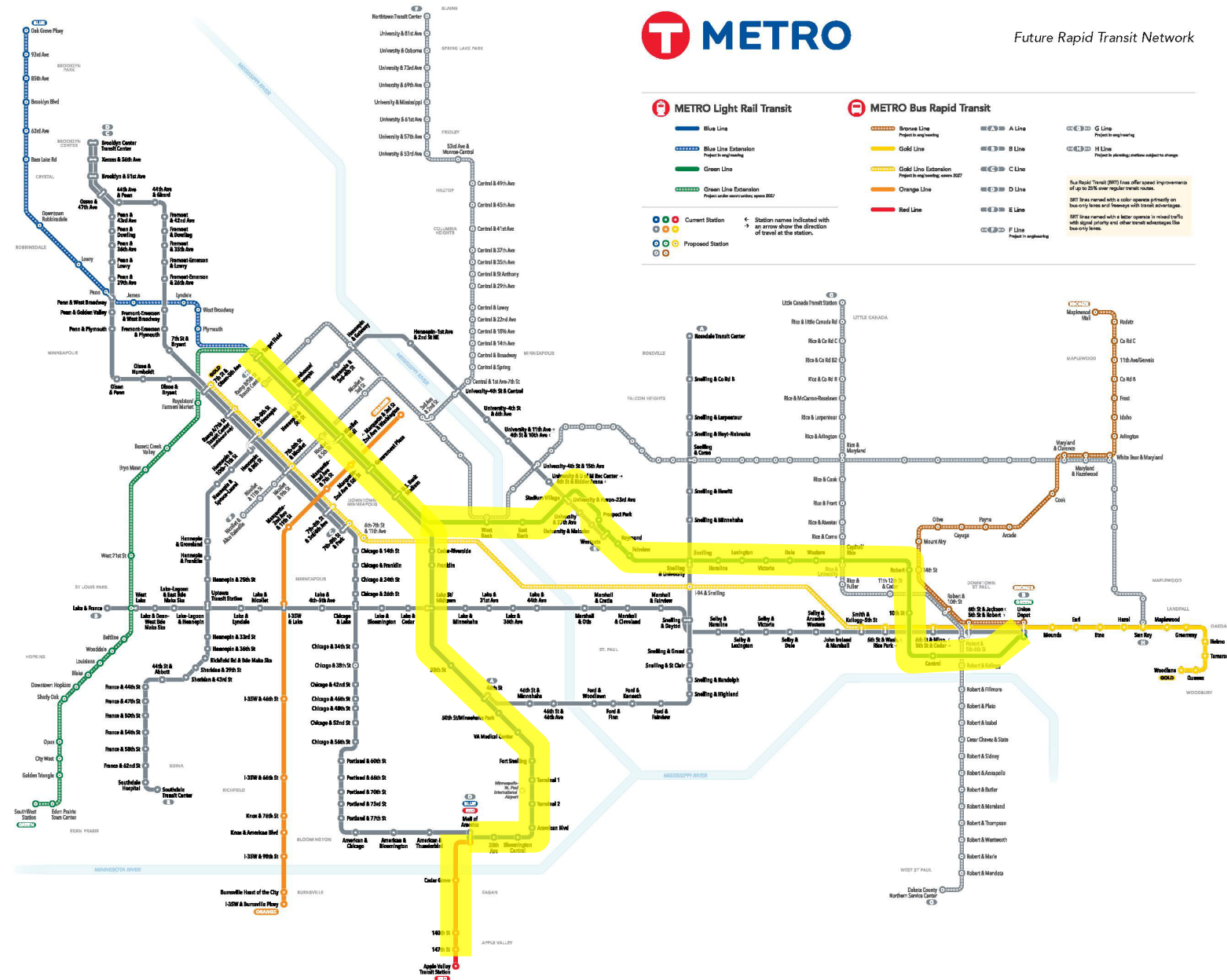
Housing
Provider



Future Rapid Transit Network

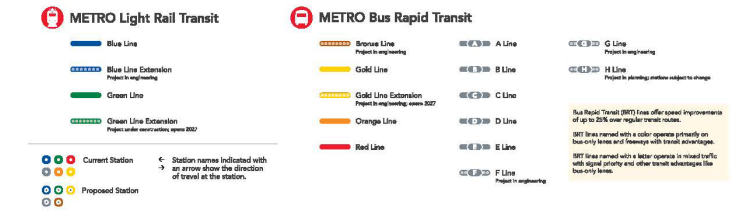
Why 2013?

- Blue Line
- Red Line
- Green Line





Future Rapid Transit Network



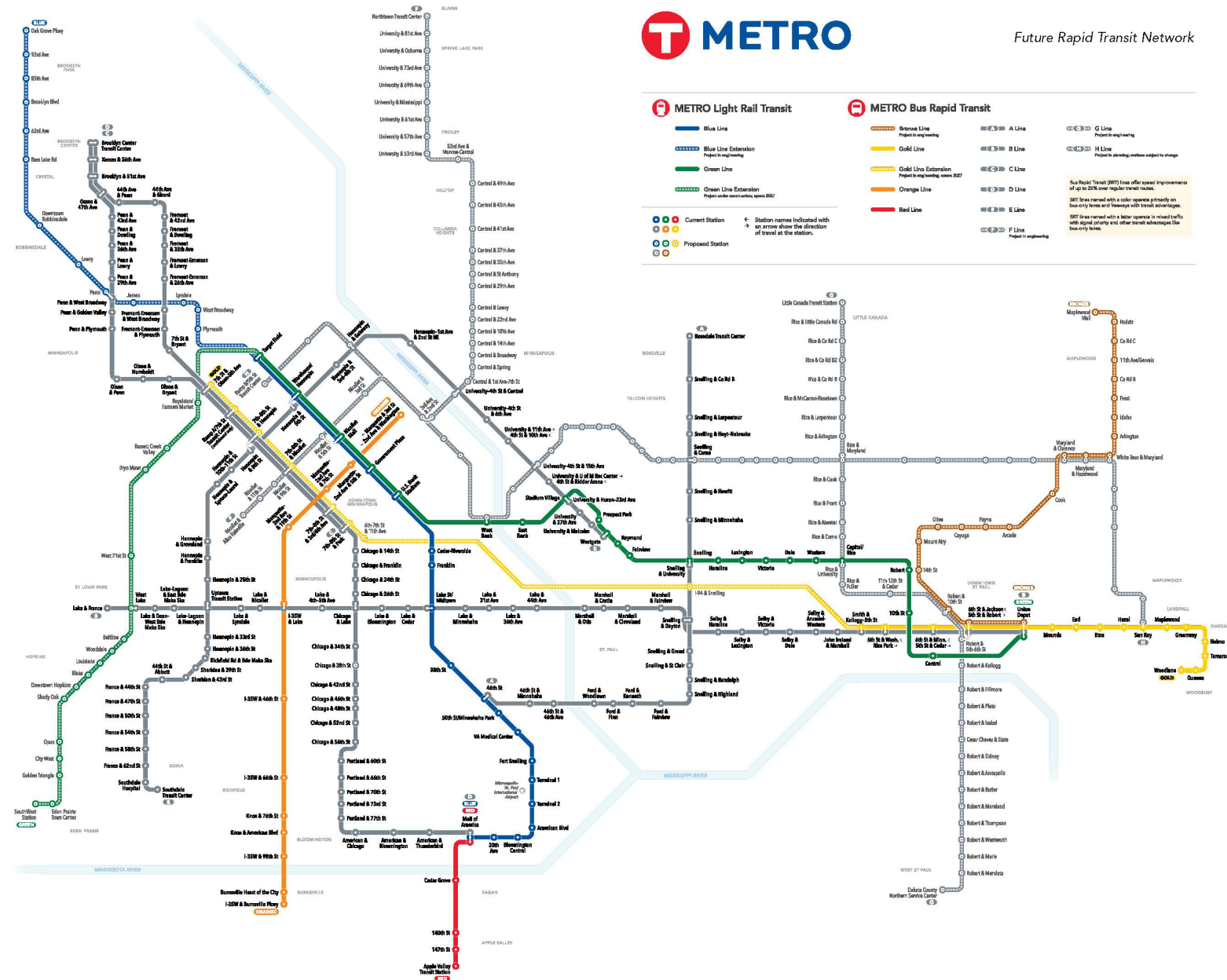
Since 2013

Operating

- Blue Line
- Red Line
- Green Line
- A Line
- B Line
- C Line
- D Line
- E Line
- Orange Line
- Gold Line

Future

- Green Line Ext.
- F Line
- G Line
- H Line
- J, K, L Lines
- Blue Line Ext.
- Bronze Line
- Gold Line Ext.



Existing TOD Policy Goals

- Maximize the development impact of transit investments
 - by integrating transportation, jobs and housing.
- Support regional economic competitiveness
 - by leveraging private investment.
- Advance equity
 - by improving multimodal access to opportunity for all.
- Support a 21st century transportation system
 - through increased ridership and revenue.



Existing TOD Policy Strategies



**Advance
Projects**



**Share
Resources**



Coordinate

TOD Policy Strategies

- 1. Prioritize Resources:** Prioritize TOD in the planning, engineering and operation of transit; Prioritize TOD in the development of Council-owned land and facilities.
- 2. Focus on Implementation:** Pursue private sector and local government partnerships to accelerate development and land acquisition for TOD; Develop and share technical resources and education materials to improve regional TOD capacity.
- 3. Effective Communication:** Provide clear policy guidance to local partners concerning the types of plans and local controls that will be needed to effectively implement these policies; Provide on-going and publicly accessible information on TOD; Connect partners with site specific TOD resources and opportunities.

TOD Policy Strategies

4. **Collaborate with Partners:** Engage with communities and private sector stakeholders in TOD and joint development activities including policy development and specific Council-led projects; Engage with local partners in station area planning to enable TOD.
5. **Coordinate Internally:** Align TOD goals into clear outcome-based criteria for grant, loan and transportation funding programs; Integrate TOD goals into regional planning documents.

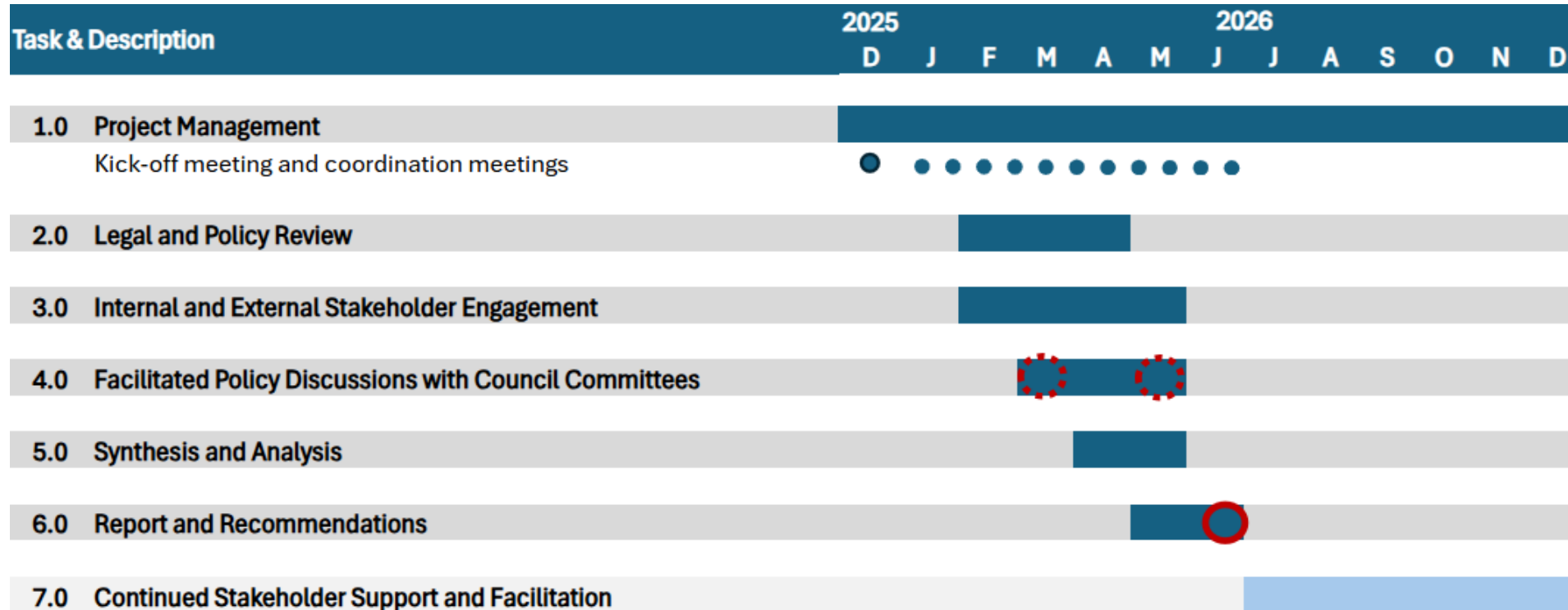
Why Update the TOD Policy Now?

- Align with Imagine 2050 and Metro Transit Forward
- State of the practice has evolved
- Leverage over a decade of experience
- Generational investment in transit
- Establish clear direction for council-owned properties
- Define the Council's role supporting cities and communities

Excerpted Relevant Imagine 2050 Policy

Policy	Implementing Party	Plan
Focus local-level growth near high frequency transit service and station areas, to leverage infrastructure investments, support transit ridership, and encourage compact and vibrant mixed-use, walkable areas.	Met Council / Local Government	Land Use
Support regional centers of economic activity through pollution clean-up, preservation, accessibility improvements, land acquisition for public investment and other planning support.	Met Council / Local Government	Land Use
When using Met Council-owned land for development, seek opportunities to prioritize housing options accessible to residents experiencing housing instability and/or voucher holders.	Met Council	Housing
Develop and implement transit-oriented development (TOD) policies and design at all stages of development (site plan, subdivision, long-range plan).	Local Government	Land Use
Focus planned residential and commercial development near available and planning transportation and transit infrastructure.	Local Government	Land Use

TOD Policy Update – Project Scope



● Facilitated Policy Discussions

○ Final Report and Presentation

Thatcher Imboden

- Director, Real Estate & TOD Advisory – AECOM
- Led TOD & Community Development for Sound Transit
- Managed public TOD funding program for Hennepin County
- Managed real estate development projects for developer
- 3,000+ housing units built/in progress, 22 TOD projects, 14 transit capital projects, an Equitable TOD Policy, \$373 million in affordable housing funding partnerships



Yonah Freemark

- Principal Research Associate, Housing and Communities Division at the Urban Institute
- Peer agency interviews and analysis for the project
- Research focuses on intersection of land use, affordable housing, transportation and governance
- Previously: Chicago's Metropolitan Planning Council
- PhD in urban studies from Massachusetts Institute of Technology

Common TOD program areas



Informing transit
project siting and
design



Facilitating TOD
on agency-owned
property



Collaborating on
station area
planning



Planning and
facilitating station
access



Funding TOD
planning,
infrastructure,
and/or projects

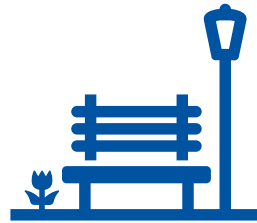
Common TOD project goals established by agencies



Transit
connectivity



Higher
densities



Pedestrian-
orientation



Reduced auto-
orientation



Equity
outcomes



Retail &
services



Housing diversity &
affordability



First/last mile
connections



Environmental
sustainability



Public
spaces

To be viable, real estate developments need to meet these conditions



For real estate developments on public land, they often need to achieve specific goals too



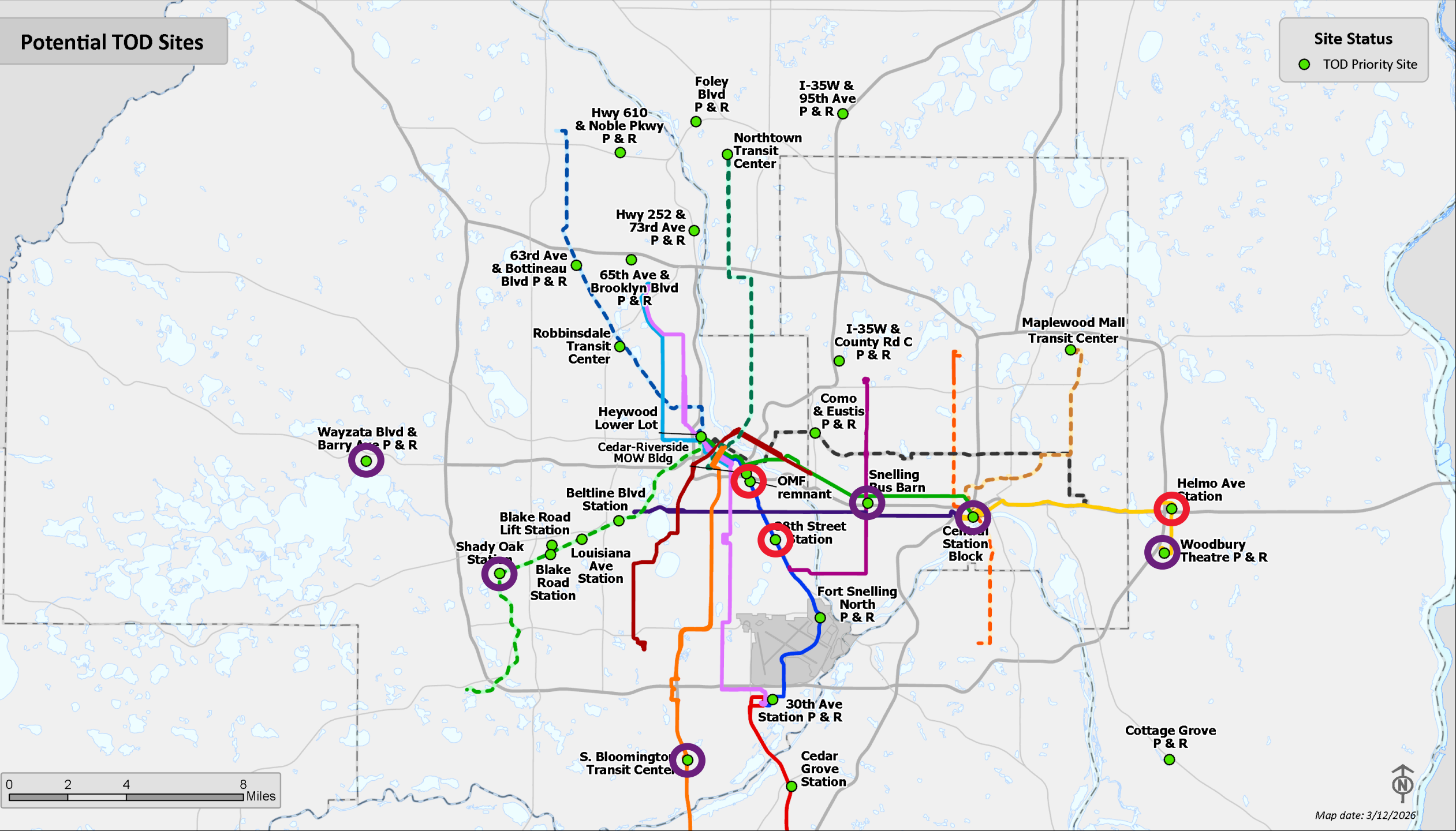
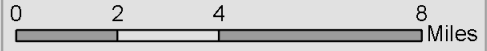
What role does the agency want in facilitating development outcomes on agency-owned land?



Potential TOD Sites

Site Status

● TOD Priority Site



CASE STUDY: 38th Street

- Bus turnaround constructed for METRO Blue Line
- TOD proposal in 2017: redesign facility to support redevelopment
 - Executed Ground Lease
- Project stalled due to funding gap (affordable housing & infrastructure)
- Received Regional Solicitation to modernize transit center.



CASE STUDY: 38th Street

Challenges

- Land assembly
- Infrastructure design/redesign
- Project goals
- Value capture

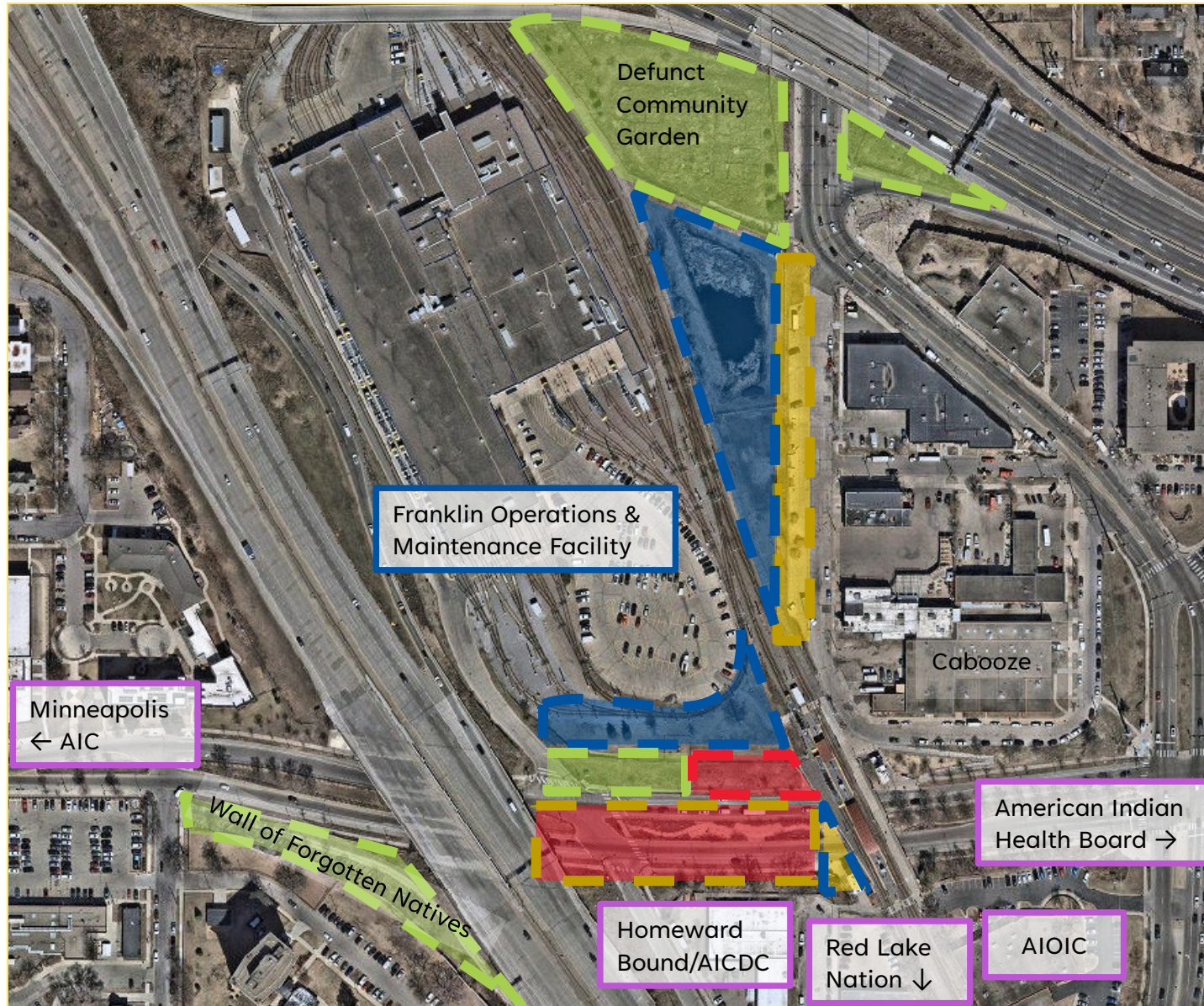


CASE STUDY: Franklin Station Area

- Transit station and rail facility constructed for METRO Blue
- No redevelopment next to station despite consistent corridor vision
- Transit and auto-oriented infrastructure creates lasting disconnection
- Long history of political, social and economic disenfranchisement



Present Day Franklin Station Area (Google Maps)



- Hennepin County
- City of Minneapolis
- Metropolitan Council
- MnDOT
- Native American Anchor Institution
- ▵ Mixed ownership and/or maintenance structure

Challenges

- Land assembly
- Project goals
- Infrastructure redesign

CASE STUDY: Helmo Station

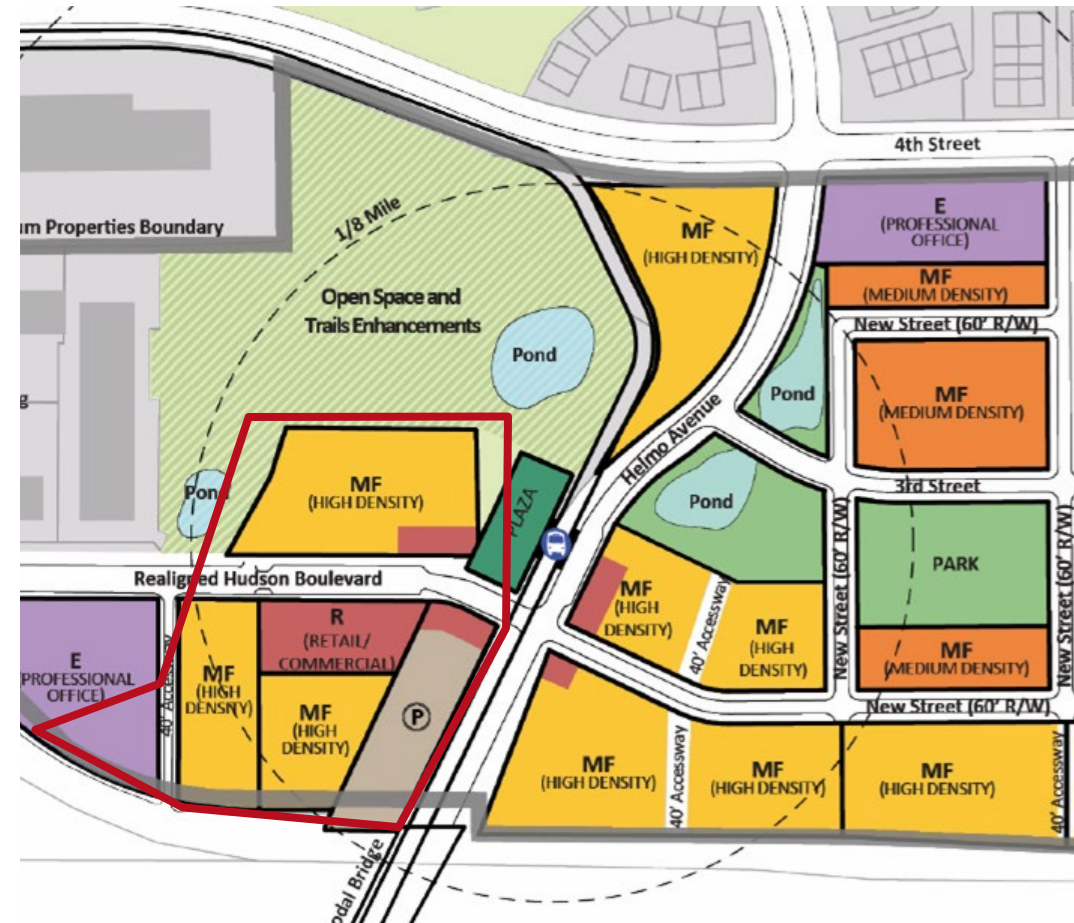
- Acquired for roadway and station construction and to site a 150-space park & ride
- 8.2 acres remain
- JPA creates opportunity to infuse goals (affordability) into project, but shifts burden to the City.
- 2nd St O&M with City of Oakdale stalled until further development occurs



CASE STUDY: Helmo Station

Challenges

- Project goals
- Infrastructure redesign
- Joint Powers Agreement
- Land assembly



CASE STUDY: Helmo – Land Assembly

- Adjacent property would like to redevelop their parcel (red)
- Acquiring a portion of their property (green) would make ours a more developable parcel
- Land swap would meet both goals and facilitate private development on both fronts



CASE STUDY: Helmo – Land Assembly

- Adjacent property would like to redevelop their parcel (red)
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	Station Area Planning	Infra. Design & Construction	Land Assembly	Prioritize Council Goals in Procurement	Financial Support	Value Capture
Allianz Stadium						X
38 th Street Station		X	X	X	X	X
98 th Street Transit Center	X	X	X	X	X	X
Central Station Block			X	X	X	X
Franklin Station	X		X	X		X
Helmo Station			X	X		X

Discussion

- When you think about what transit investments should produce for this region — for riders, for communities, for housing, for the economy — what outcomes matter most? And when those outcomes compete with each other, how should the Council weigh them?
- When the Council owns land near transit and has the opportunity to shape what gets built there, what should it prioritize — and how should it weigh priorities like affordability, revenue back into transit operations, community benefit, and speed of delivery when they compete?

Discussion

- When development opportunities are identified near existing transit facilities, how proactive should the Council be in adapting or coordinating our facilities or capital improvement projects to support those opportunities?
- How should development potential factor into decisions about station design and layout?

Discussion

- Transit investment increases the value of land around stations. Should the Council have an explicit strategy for capturing some of that value, or should it focus on reimbursing federal and other funding partners?
- If the Council does capture value from its transit assets — through sales, leases, or other tools — where should those resources go? Should they flow back into transit operations, or should they advance broader Council goals like affordable housing and anti-displacement? How do you think about that balance?

Discussion

- When the market isn't delivering TOD despite supportive zoning and strong community vision, what is the Council's role?
- When fragmented land ownership or public infrastructure issues create barriers to redevelopment around transit, what role should the Council play in convening partners and helping advance a coordinated station-area strategy?

Discussion

- Cities vary in how much they prioritize station area planning and redevelopment — some have strong plans and dedicated staff focused on transit corridors, others have capacity but bigger competing priorities, and others have limited capacity altogether. How should the Council calibrate its role across those different situations?

Additional Discussion or Questions

Thank you!

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Supplemental Case Studies

CASE STUDY: 98th Street Transit Center

- Orange Line Park & Ride
 - Customer Parking
 - Bus Layover
 - Transit Shelter
 - Driver Facilities



CASE STUDY: 98th Street Transit Center

Challenges

- Land assembly
- Infrastructure redesign
- Project goals
- Value capture



CASE STUDY: Central Station Block

- Acquired for Green Line
- Tentative Developer Approved: Flaherty & Collins

Challenges

- Land assembly
- Project goals
- Market
- Project financing (state bonds)

