

Linking Housing and Transit Policy to Support Livable Communities
Congressional Testimony of Shelley Poticha, President
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Chairman Dodd and members of the Committee, thank you for the opportunity to appear before you today to address the ways in which the federal government can help unlock the market for transit-oriented development.

My organization, Reconnecting America, is a national non-profit dedicated to using transit investments to spur a new wave of development that improves housing affordability and choice, and creates lasting value for our communities. We host the federally-funded Center for Transit-Oriented Development (CTOD), a resource of best practices and cutting edge research, as well as the National TOD Database, the only database of every fixed transit station in America, and we provide technical assistance to the 40 regions that either have transit or are planning to build new transit lines. The federal funds that were provided through SAFTEA-LU are matched at a rate of 3:1 by foundations, government agencies and private-sector players. The CTOD is a partnership between Reconnecting America and two other groups: the Center for Neighborhood Technology and Strategic Economics.

I am also currently serving as the co-chair of the nationwide Transportation for America Campaign, a national coalition committed to creating a new national transportation program that will take America into the 21st Century by building a modernized infrastructure and healthy communities where people can live, work and play.

The purpose of my testimony today is to discuss the need for stronger connections between housing and transportation policy and suggest a variety of actions to unlock what we believe to be a strong market for productive, sustainable and inclusive growth.

1. Why TOD and Why Now?

America faces both incredible challenges and opportunities in the coming years. We are entering a new era that requires us to put aside old assumptions and ways of doing business and develop new models and solutions for building and strengthening our communities, addressing climate change, reducing our dependence on oil and providing more equitable access to economic opportunity for all Americans. Fortunately, the American public appears to be ready for change¹ and practitioners like myself and my panel colleagues are ready to move from experiments to full

¹ A national poll conducted for Reconnecting America by Harris Polls found that 65% of respondents believe that more money should be spent on walking, biking and transit infrastructure, not on more highways. December 2007.

scale implementation of the types of strategies that can simultaneously address our nation's needs and our community's needs.

There is a growing body of evidence that supports the notion that if a substantial portion of America's future development was located in dense, mixed-use, mixed-income walkable districts connected to regional destinations by high quality transportation networks – and approach called Transit-Oriented Development – a series of important current challenges could be mitigated:

- The overall cost of living in these communities would be lower since households would have the option of spending less on transportation than they do currently. This would significantly benefit low- and moderate-income households who are most burdened by high travel costs.²
- Transportation-related greenhouse gas emissions and traffic impacts of associated development would be lower as fewer households would use their cars for daily commuting and other activities.³
- Individuals who had the option of walking for a significant portion of daily activities would reduce their risk of obesity-related health problems.⁴
- Local governments would realize a “green dividend” from both the concentration of economic development in urban and suburban centers and from people spending money on local goods and services, rather than on gas and auto maintenance.⁵
- Businesses would be better positioned to retain employees as access to walkable urban environments has been noted as a key attractor for knowledge-talent.⁶
- Developers would be better able to “meet the market” profitably and efficiently.⁷
- Transit's operating deficit could be reduced as more people ride and steady sources of income are secured.⁸
- Urban and dense suburban living would become more desirable, as the types of amenities that currently make low density living attractive – parks, good schools, safe streets, affordable housing – are provided in location efficient places.⁹

² CTOD, Center for Neighborhood Technology and the National Housing Conference, 2008. Households that have the option of walking, biking or taking transit for daily trips spend, on average, two-thirds less on transportation than households located in neighborhoods where a car is needed for most trips. This results in significant savings that can be used for shelter, food, education, etc.

³ A recent study published by CTOD finding that walkable transit-oriented communities produce 43% less greenhouse gas emissions than conventional suburban development. Longitudinal traffic analysis from Arlington County has shown little traffic congestion resulting from significant population and employment increases in corridors served by rail transit that have also promoted TOD.

⁴ TCRP 128: Effects of TOD on Housing, Parking and Travel, *G.B. Arrington, Robert Cervero, Center for TOD and the Urban Land Institute* found that people who live near transit are five times more likely to walk, bike and take transit than their counterparts in a region. The American Public Health Association has recommended at least 30minutes per day of physical activity to reduce the changes of obesity-related diseases.

⁵ City Dividends: Gains from Improving Metropolitan Performance, CEO's for Cities, 2009.

⁶ Ibid.

⁷ There is a growing body of evidence that the market for TOD is likely to be the way out of the current real estate meltdown. C. Leinberger, Brookings Institution.

⁸ APTA, 2009

⁹ Emerging Trends in Real Estate, 2009, ULI

- Significant new, well-paying jobs would be created building transit and local transportation infrastructure, operating and maintaining transit service, building and rebuilding homes and businesses near transit, and a new generation of manufacturing jobs could be generated to support increased bus and rail vehicle demand.¹⁰
- Our regions, the economic engines of our nation, would be better positioned to compete on an international scale by realizing the above set of benefits.¹¹

The core idea of transit-oriented development is that people with a wide range of incomes can live and work in places with interconnected transportation networks that will allow them to take care of some of their daily trips using transit, walking and biking, rather than driving. Since the most transit supportive neighborhoods also tend to be dense neighborhoods, this density also supports a mix of land uses: housing, work places, stores, and restaurants. And, because of this density and mix of uses, people can also take care of some of their daily needs by walking or biking to various destinations. Thus, the virtuous circle between the “four D’s”— density, diversity, destinations, and design – enable people to reduce the amount of money they spend on travel and the number of vehicle miles traveled by car – with positive impacts not just for households but also for the general public.

To garner significant changes in behavior, however, alternative modes of transport must be convenient, timely, seamlessly connected and safe. Increasingly, practitioners are focusing on building transportation “networks”, rather than individual transit lines, that knit together a region’s vast array of neighborhoods, destinations and centers. A person might leave their home in the morning, walk to a nearby bus stop, catch a bus that connects to a light rail line, then ride into the city center where they walk the last few blocks to their office. At the end of the day, they might take a streetcar to a nearby restaurant, then bus home along an entirely different route. The regions that have attracted the greatest amount of development around transit facilities and made significant shifts in auto ownership and transit ridership are those regions that have highly interconnected transit networks, linked with safe and direct walking and bicycling networks. In these successful cases, TOD is not an isolated occurrence, but a network of places and nodes.

II. The Recent Reality of TOD

During the recent run up in the housing market there was tremendous interest from the development community in building high density residential units in downtowns, near-to-downtown neighborhoods and in large mixed-use projects in suburban locations where the project was big enough and had enough critical mass to create its own “place” or context. By and large, the TOD phenomenon of the last decade occurred in strong market regions with either existing legacy transit systems or where new transit lines were built, such as Washington, DC, Chicago, Los Angeles, Denver, Portland and Charlotte. Regions with vulnerable or weak economies (or portions of regions that had weak markets) did not see tremendous TOD activity. I would put Baltimore, Philadelphia and parts of New York in this category, for example.

¹⁰ Transportation for America, 2009. Investing in constructing public transit lines and facilities yields 19% more jobs than spending on new roads and bridges. Furthermore, transit investments leverage additional jobs benefits, such as operating and maintaining transit serving and building and rebuilding homes and business near transit. Meeting the local and regional demand for transit investments could also create a new generation of manufacturing jobs to support increased bus and rail vehicle demand.

¹¹ Brookings Institution, Metropolitan Policy Program

Simultaneous with the housing boom was a renewed interest in light rail, commuter rail, bus rapid transit and streetcar projects. During the period from 1998 and 2008, 175 new fixed guideway transit lines entered the New Starts Program, the federal funding source for transit capital. These projects are being built in diverse regions from San Francisco, to Cleveland, to Tampa. In general, these new transit lines out-performed expectations,¹² generating ridership far in excess of what the models predicted and attracting significant amounts of private investment in TOD.¹³ Today, 80 cities and regions throughout the country are planning approximately \$250 billion of additional transit projects.¹⁴

Market Forces Played a Key Role in the Success of New TOD

In most cases where new TOD projects have been built over the last five years, cities have often been required to revamp their zoning ordinances to allow for different kinds of building types, including taller buildings and mixed-use buildings.

However, these regulatory changes were made as much to respond to market forces as to lead them. In fact, planners were able to make these changes because the demographic sea change of young households moving back to center cities, immigrant families moving into cities and older suburbs, and empty nesters downsizing from single family units to apartments that had been predicted since the late 1990s finally became a reality. *Hidden in Plain Sight*, a report prepared by CTOD for the Federal Transit Administration¹⁵ documented the demographic mix of households living near transit and projected a future market for TOD housing based on demographic trends. The news that roughly a quarter of all future housing could be sought out by households seeking the convenience of transit helped reassure local elected officials that demands by developers to build higher density housing with lower parking ratios would succeed.

In general, the regions where TOD has occurred with the greatest frequency are regions with strong economic indicators and pent-up housing demand. This further reinforces one of CTOD's early findings that transit does not create markets, but it can amplify and motivate the shape and location of TOD in regions with working markets.¹⁶

There Has Been a Failure to Provide TOD for All

Anecdotal evidence suggests that most of the recently built TOD projects have been marketed to upper income households who can afford the higher cost of development in transit zones. Low- and moderate-income households, for whom transit is often an essential service, have not been well provided for by the market, except in places with functioning inclusionary housing programs, very proactive housing agencies or savvy integration of land entitlements, developer

¹² Destinations Matter, Reconnecting America, 2009

¹³ A recent report prepared for DART found that the total value of projects that are attributable to the presence of a DART Rail station since 1999 is \$4.26 billion and will generate \$127 million a year in tax revenues. *Assessment of the Potential Fiscal Impacts of Existing and proposed Transit-Oriented Development in the Dallas Area Rapid Transit Service Area*. Center for Economic Development and Research, University of North Texas, 2008.

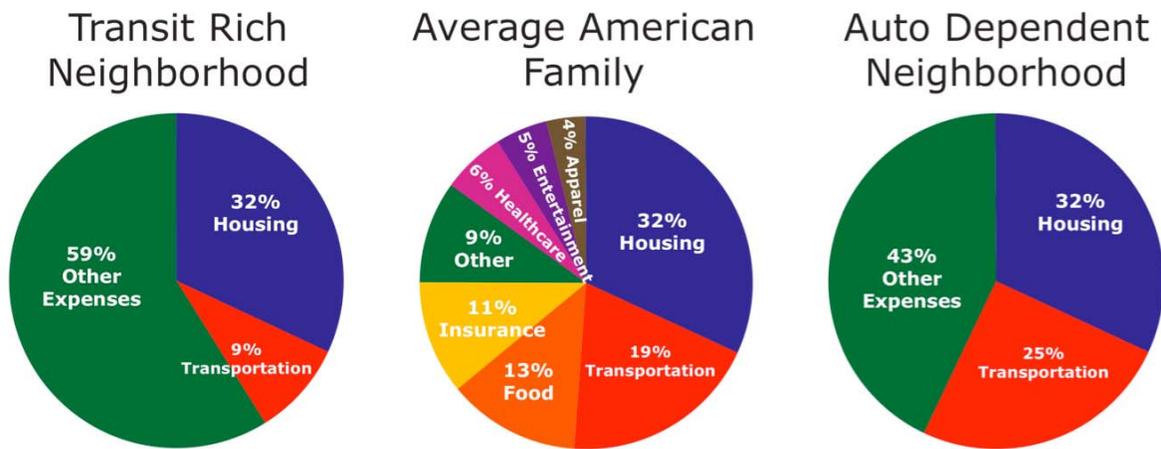
¹⁴ Jumpstarting the Transit Space Race, Reconnecting America, 2009

¹⁵ CTOD 2005 and updated 2008.

¹⁶ Rhetoric to Reality, Belzer and Autler, 2004

agreements and public agency partnerships.¹⁷ Furthermore, where the market sees value in existing neighborhoods, rental housing prices often escalate, making it difficult for existing residents to remain in place as the neighborhood changes.

There is an urgency, however, to do a better job of integrating housing for low and moderate-income households into TOD. Not only do these households use transit at more reliable rates than those with high incomes (thus supporting the transit system), but they also stand to benefit the most from the cost savings of TOD. The simple truth is that when a household has the option of walking, biking or taking transit for some daily trips, they spend less on transportation expenditures, such as gas, car maintenance or owning multiple vehicles. This cost savings can in turn be used for shelter, food, education, etc.



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

If the cost of housing is held constant, fewer and shorter auto-based trips means significantly lower transportation costs per household.

Further, builders have been challenged to fill the need for affordable housing in transit corridors. Often by the time a community developer has lined up the funds to build a TOD project, the price of land in the corridor is prohibitively high.¹⁸ Tax credit programs that often work well in low cost land environments cannot be deployed in high cost transit corridors. And, non-profits are often stymied by transit agencies seeking to maximize revenues from transit-owned properties or cities with few resources to write down land prices to a sufficient level to make affordable housing projects pencil.¹⁹

¹⁷ Realizing the Potential: Expanding Housing Opportunities Near Transit, CTOD 2007.

¹⁸ Capturing the Value of Transit, CTOD, 2008.

¹⁹ The Case for Mixed-Income TOD in the Denver Region, Enterprise Community Partners, 2007

“Legacy” Transit Systems Provide an Important Benchmark for TOD, but Affordability is Being Threatened

In 2007, the Ford Foundation published a paper prepared by the CTOD finding that in the year 2000 transit zones were more diverse both racially and by income than comparable non-transit oriented neighborhoods.²⁰ This indicates that a wide variety of people are attracted to neighborhoods with the qualities of TOD and shows the importance of maintaining racial and economic diversity in future TOD. However, the tools available to ensure that “legacy TOD” remains diverse are limited: most of the efforts on TOD have focused on new development, rather than preservation of existing neighborhoods.

Furthermore, in a recent report Reconnecting America produced through a partnership with AARP and the National Housing Trust²¹ in which we mapped the number of federally subsidized housing units within a half-mile of transit in 20 metropolitan regions across the United State, we found over 250,000 units of privately-owned federally subsidized housing are located within walking distance of quality transportation (rail or bus with 15-minute headways or better). The startling finding was that over 75% of those units, serving low-income individuals and families, seniors and people with disabilities, have federal affordability contracts through HUD that are set to expire within the next five years. Given that property values near transit are highly desirable and have held their value compared to properties further from transit in the current housing foreclosure crisis, there is a real potential the owners of what are currently Section 8 units, will opt out of the federal program, particularly since the program has been poorly run and underfunded over the last eight years. This loophole presents a significant threat to what is now and will be a very needed source of low-cost housing.

Planning and Zoning are Helpful, but Not Sufficient

In order for communities to score high enough on the New Starts rating system to receive federal funding for new transit capital investments, station area land use plans must be prepared and zoning codes are often amended. Generally these plans are prepared as the transit lines are engineered – after the transit alignment is selected and after the specific location for the station is selected. This sequence works to the disadvantage of TOD, as often the location of a planned station maximizes transit service and access, but doesn’t necessarily maximize the development potential of sites along the corridor or consider the access needs of existing residents. There is a growing interest from cities and counties to move station siting and planning forward in the process, but as this is not currently part of the transit funding process, it is only after a community has built at least one transit line that the entities with land use control have the expertise to work more closely with the transit agency.

In addition, planning tools, like zoning, are mostly “passive” tools that are put in place to shape private activity. But the market has to be functioning for these tools to work – to build the mix of uses and the building densities that optimize TOD. Without market momentum, planning tools are like sails with no wind. Thus, in marginal markets or weak markets, zoning alone is unlikely to catalyze TOD.

²⁰ Preserving and Promoting Diverse Transit-Oriented Neighborhoods, CTOD, 2006.

²¹ Preserving Opportunities: Saving Affordable Homes Near Transit, Reconnecting America and the National Housing Trust, 2008.

Transit Demand Outstrips Supply

The last decade has seen a remarkable rise in transit ridership and a renewed interest in building new transit facilities. Mayors, governors and other elected officials are gradually realizing that transit is popular and if implemented with TOD in mind, it can generate substantial community and monetary benefits. Even as the national economy moved into a recession, 75% of local ballot measures to fund new transit investments passed in November 2008.

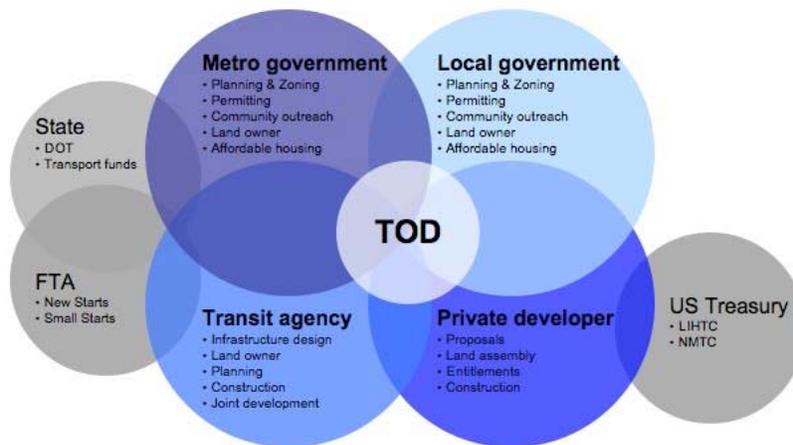
But there are barriers to building and operating more transit. The federal New Starts Program does not have sufficient funds to come even close to meeting demand (the last federal transportation authorization, SAFTEA-LU, allocated \$6.9 billion to new transit investments, while the demand is closer to \$250 billion).²² And, as State and local government budgets shrink, obtaining matching funds for transit will be even more difficult. Additionally, practitioners in the transit field are generally in agreement that the rules by which federal funds are allocated skew toward transit investments that favor inexpensive alignments (freeway medians), auto access (park-and-ride) and dis-incent the public-private-philanthropic partnerships that have been at the center of the most successful TOD examples. A lack of secure funding for transit operations is another barrier to TOD, as most riders of choice will only ride if service is sure and frequent.

Lack of Alignment Among Stakeholders Results in Suboptimum TOD

Getting TOD to realize its potential benefits requires strong agreement among the implementing stakeholders. Numerous parties are involved in TOD implementation – but no one organization is truly “in charge” of station area development and financing. The process includes government entities at the federal, state, regional, and local level, plus private sector interests, non-profits and community advocates. Players in the process exert their influence in various ways and coordination is essential to realize a vision that is more than the sum of parts and truly leverages the investments made by individual interests. The lack of a coordinating entity that can bring together these varied interests and “hold” the vision for TOD is one of the most challenging barriers to seeing a significant investment in TOD.

²² Jumpstarting the Transit Space Race, Reconnecting America, 2008

TOD Requires Coordination of Numerous Institutions with Individualized Goals



Source: Fleissig and Carlton, 2009

III. Moving Forward: Recommended Federal Actions to Support TOD

Clearly, shifts in behavior and priorities by all TOD stakeholders will be necessary to remove the current barriers to TOD and to create a strong and working marketplace where the development of mixed-use, mixed-income, walkable and transit-connected neighborhoods are easily planned, financed, developed and managed.

The federal government has a particularly important role to play in supporting, encouraging and guiding the field and should undertake a series of immediate actions to take advantage of the demand and opportunities for TOD. My suggestions are grouped into 3 categories:

- Actions that could be taken without further legislation to promote livable communities
- Additional federal actions that could specifically support TOD
- Recommendations for the upcoming authorization of surface transportation legislation

Actions That Could be Taken Without Further Legislation to Promote TOD

I was particularly heartened by last week's announcement from the Secretaries of the USDOT and HUD of their intent to work together to promote the construction of housing near public transit in order to create more affordable, sustainable and livable communities. Reconnecting America has long encouraged the US DOT and HUD to integrate transportation and land use planning in order to create true affordability and sustainability.²³ **We would strongly urge**

²³ The US DOT and HUD jointly funded a study by CTOD in 2007, *Realizing the Potential: Expanding Housing Opportunities Near Transit*. This effort studied the role that housing markets play in supporting transit investments and the tools for and challenges to providing mixed income housing near transit investments. The study recommended the creation of a joint FTA-HUD Working Group, which began in 2007 and has now been elevated to

oversight of the DOT-HUD interagency working group to ensure that it identifies, funds and executes a series of joint initiatives that could greatly support TOD, including:

- 1. Direct ARRA Fund Recipients to Prioritize Transit-Oriented Locations.** There is significant latitude provided in this bill to allow funds to be directed to locations that help individuals reduce their transportation burden and increase access to job opportunities. The HUD and DOT Secretaries should send a strong message to fund recipients that transit-oriented and other efficient locations should be given priority for the use of funds in order to stimulate green and equitable development.
- 2. Reform the Federal New Starts/Small Starts Program.** One of the areas in greatest need of reform is the process and level of investment in new transit capital projects. **A burdensome and complex analytic process has weighed down the New Starts and Small Starts programs.** While we support a rigorous review process for determining the allocation of scarce federal discretionary dollars, the process has become so complex, time consuming and costly that fewer projects are successfully navigating the pipeline and project costs have increased. This is unacceptable at a time when our national is trying to fight global climate change, reduce our energy dependence, stimulate economic recovery and job generation, and ensure that Americans have affordable transportation options. While a more comprehensive overhaul of the program is best addressed in the upcoming transportation authorization bill, there are steps that FTA could take in the interim.
- 3. Incentivize the Construction and Repair of Affordable Housing Near Transit.** Given that property values near transit are highly desirable and have held their value compared to properties further from transit in the current housing foreclosure crisis, there is a real potential the owners of what are currently Section 8 units, will opt out of the federal program, particularly since the program has been poorly run and underfunded over the last eight years. This loophole presents a significant threat to what is now and will be a very needed source of low-cost housing. The interagency working group should both complete the inventory of federally-assisted housing and identify strategies for preserving these units.
- 4. Provide Guidance and Technical Assistance on Using Transportation Funds to Create Livable Communities.** Communities including Minneapolis-St Paul, Portland, Oregon, and San Francisco, CA have used STP funds to create regional livable community funds. These innovative funds have helped to foster updates to local land use plans, preserve affordable housing, invest in station area infrastructure improvements, off-set the cost of higher density development, helped acquire key sites for TOD and support bicycling and walking activities. US DOT should provide guidance to its grantees on how other regions and state DOTs could use existing highway and transit funding to help promote these efforts.
- 5. Fund Regional Blueprint Planning Demonstrations.** The two agencies should fund pilots to develop regional blueprint plans that include coordinated long-range

transportation, housing and development plans. These plans could include scenario planning techniques that would also demonstrate trade-offs in development types with an assessment of the impacts on greenhouse gas emissions, energy use, transportation costs, and mobility impacts.

6. **Establish a Sustainability Challenge Pilot Program.** A demonstration program should be created that provides focused support for expediting the construction of transit and TOD in 5-10 regions that have already shown an interest and willingness to adopt sustainability principles, link land use policies with transportation investments and support innovative strategies to promote seamless non-auto travel and TOD.
7. **Redefine Affordability to Include Housing and Transportation Expenditures.** A pilot program should be launched to test the use of the Housing + Transportation Affordability Index as a tool for measuring the performance of regional plans and the impact of housing and transportation investments on household budgets.
8. **Provide Guidance for Advancing Affordable TOD Strategies.** The two agencies should coordinate and develop materials for grantees and the public to better understand what federal tools are available to plan and fund mixed-income housing near transit.
9. **Train and Educate Practitioners** –Practitioners need to have a strong understanding of the basics of defining and implementing TOD so that an appropriate level of resources can be devoted to retaining or creating the uniqueness of existing and future TOD. Training, tools and peer-to-peer networking will be important to growing the number of practitioners able to implement.

Additional Federal Actions That Could Support TOD

1. **Support Construction of the Next Generation of TOD within a Metropolitan Mobility Program.** There has been plenty of TOD activity over the past decade and for the most part, the real estate industry recognizes the role TOD will play as sustainability and climate change become more important to the general public. But as discussed in this paper, we are falling short. New models of sustainable and equitable transit and TOD are needed to catalyze similar development in growing and mature transit regions. A TOD “takedown” should be included in any Metropolitan Mobility Program that requires a percentage of total regional transportation funding to be used to support planning, environmental clearance and funding for TOD. Eligible uses should include station area plans, zoning code revisions, TOD infrastructure capital costs, proactive land acquisition for affordable housing and mixed-use development, property tax abatement.
2. **Provide Financial Incentives and Value Capture Tools for TOD.** In the current economic climate, new incentives are needed to support developers seeking to build the types of communities that help meet national needs and objectives. Possible incentives could include:
 - a. **A TOD Tax Credit** that reduces the risk of private-sector investment in transit-adjacent locations.
 - b. **National (and/or State) Infrastructure Bank(s)** to provide bonding for investments in transit and TOD. Our discussions with communities, transportation

agencies, investors and members of the development community indicate significant support for such a tool.

- c. **Incentives to States to Adopt Tax Increment Financing Tools for TOD** so that a portion of the value that comes from the well-planned linkage between transit and TOD can be captured to pay for community benefits. These TIF districts should be allowed to encompass entire corridors.
- 3. Support Land Acquisition Grants to Incentivize Sustainable and Equitable TOD.** As described above, there is a threat that sites adjacent to transit corridors will not be built to their full TOD potential and that low- and middle-income households will not benefit from transit as the market for TOD returns. Planning and zoning are unlikely to be sufficient in many cases to address the financial challenges faced by cities and developers. New tools are needed that help meet the affordability gap and ensure that high value lands are indeed built with optimal TOD. This is likely to require financing mechanisms that are not driven by short-term market rate return expectations. TOD Land Acquisition funds are needed to secure property in a transit corridor before significant price escalation occurs. Another tool could be a low-return/longer term fund to support the small-scale development in transit-oriented districts that complements larger, market-driven development.
- 4. Require Regional Blueprint Plans to Meet National Transportation and Housing Objectives.** Tie the allocation of federal investments to the preparation of integrated land use and transportation plans that test a region's ability to meet affordability, mobility, economic, equity and environmental goals. This approach is being used successfully in California. Provide funding to regions to prepare Blueprint Plans and calibrate evaluative models.
- 5. Support the Complete Streets Bill.** The oversized highways, and arterials that the federal government typically funds lead to not only higher infrastructure costs and carbon emissions, but less valuable neighborhoods. These road designs should no longer be promoted as the preferred option by federal policy. This proposed Bill will go a long way toward addressing this place-making issue.
- 6. Support a National Intermediary to Facilitate Transit, TOD and Sustainable Regional Development.** The Center for Transit-Oriented Development (CTOD) was founded in 2004 to provide support to communities seeking to build transit and focus neighborhood investment near transit. We have found that while there is tremendous interest in transit and TOD nationally, there remain barriers to ensuring that low and moderate income households are able to share in the affordability and job access benefits of transit. New tools, techniques, and funding are needed to catalyze a new wave of multi-sector investments that generate jobs and help bring our country onto a path of sustainability. The national housing intermediaries have been effective at streamlining and boosting the construction of affordable housing; CTOD's role should be expanded to serve as a new intermediary that would focus on catalyzing this emerging market. Funding could be directed from the various federal agencies (DOT, HUD, DOE, EPA) and matched with foundation investments.

7. **Encourage State, Regional and Local Partners to Align Transportation and Urban Policies** Policy and funding silos that currently govern decision-making about transit and TOD are a significant barrier to building more transit, focusing growth around transit and ensuring that TOD benefits all. The federal government, through expedited project review and/or higher funding match ratios should reward communities seeking to integrate land use patterns with transportation investments at the regional scale, support sensible decisions regarding transit alignment and station siting to maximize the potential for sustainable and equitable TOD, ensure that mechanisms are in place so that communities benefit from new investments in transit and development, enable for-profit and non-profit developers to meet the demand for TOD, and forge working partnerships among stakeholders to tailor TOD to local conditions.

8. **Build the Data and Tools to Support TOD** – One of the greatest challenges for TOD practitioners is a lack of current and national datasets to study and evaluate TOD. Funding should be provided to increase the level of support in this area, both through FY10 appropriations to increase funding for the FTA and HUD research programs; and in the research title of the next federal transportation authorization bill.

Set a Bold Vision for the Next Transportation Authorization and Link Transportation with Climate Legislation.

The upcoming federal transportation authorization is an opportunity for Congress to work together to ensure that transportation investments put America on a path toward the 21st Century. The goal should be for a **transformative transportation bill** that has a clear connection to climate change and energy security issues as national transportation objectives. It should also **recognize the interconnections** between transportation and green jobs, transportation and real estate investments, transportation and affordability, transportation and equity and transportation and health. Transportation for America is presently working with a multitude of practitioners and stakeholders to outline a proposal for T4. We would be more than willing to work with you and your staffs to present these ideas and discuss specific recommendations from our members.

In closing, I would like to thank you for the opportunity to present our work and the findings of our research. As you can see, I am passionate about getting America on a new path and believe that unlocking the market for TOD is a central strategy in this effort.