

	Tool	Description	Leaders	Process	Funding/Costs	Difficulty	Notes
Planning and Regulatory Tools	Neighborhood and Comprehensive Plans	These plans cover multiple topics and an extended period of time, at least 10 years. They established a desired future condition and may include land use and transportation maps, policies, and strategies. TOD is often incorporated by supporting dense development adjacent to existing transit stations and corridors. Comprehensive plans are required for most municipalities. Plans are often the basis for rezonings or other implementation projects.	Municipalities, DCP, Allegheny County	Municipalities typically seek grant or budget funding to hire consultants to support or lead the process. Significant community engagement results in a draft plan that is approved by a Planning Commission and/or Council.	Cost: \$\$ Staff time, consultant support, and considerable engagement activities	Medium: They are required, but funding is often very limited at the municipal level which makes the process more dependent on limited staff resources.	To ensure the plan can lead to desirable change, seek to identify implementable actions and establish consensus around who and how each strategy will be taken forward including the funding needed to do so. It is often helpful to include discussions of rezoning and transit needs from the very start to lay a clear foundation for subsequent projects where these are changed. Carefully consider your budget for community engagement to make sure that plan content is not compromised by limited capacity to manage difficult discussions.
	Master Plans and Planning Districts	Detailed plans that focus on a small set of topics for a specific area. Most often, this involves the development of that area and required infrastructure projects to support development. The planning can be implemented through a planning district that is incorporated into the Zoning Code to establish a legal basis for subsequent projects that will implement the plan.	Municipalities, DCP, Allegheny County, PRT, Developers	Most often these are initiated by a property owner to move forward development with consultants managing the process and deliverables. Planning districts are approved by a Planning Commission and/or Council.	Cost: \$\$ Staff time, consultant support, and considerable technical work	Medium: Although simpler than Neighborhood and Comprehensive Plans, they can be equally challenging because they are closer to implementing changes and require more detail.	Fully consider all of the topics that need to be addressed in detail for development to proceed to plan. This often means moving beyond buildings and roads, to considering stormwater management, energy generation, open space provision, and community serving activities that may become the basis of a Community Benefits Agreement. Although the extent of the study area is typically about ownership, partnering with municipalities may lead to broader regulatory changes and transportation projects that improve the benefits to the area.
	Zoning Code Amendments	Changes to the zoning code typically include: overlay districts that allow for a small number of deviations from the underlying base district, such as increased density or lower/eliminated parking requirements; and new TOD-supportive base districts that provide more comprehensive requirements, including desired uses, density, urban form, parking reduction/elimination, and other performance-based goals.	Municipalities, DCP, Allegheny County, PRT, Developers	Proposed by Planning Commission bodies and formally adopted by City Council members. Implemented in development projects in the coming years.	Cost: \$ Staff time, consultant support, and public engagement activities	Easy: No competitive grant application process, but requires political will power and dedicating staff time as well as potential consultant support.	In 2019, PRT partnered with CONNECT to publish the TOD Best Practices Guide and TOD Zoning Toolboxes for 10 municipalities. Dormont, Castle Shannon, and Wilkinsburg have either TOD Zoning Districts or Overlays. Starting in 2017, the City of Pittsburgh conducted a series of neighborhood plans and adopted TOD-supportive zoning in preparation for the Downtown-Uptown-Oakland Bus Rapid Transit project. This zoning includes a broad range of land use, height and massing, parking, and community-goal based height bonuses.
	Subdivision and Land Development Ordinances (SALDOs)	SALDOs guide the process of developing and reviewing subdivision and land development plans in municipalities outside of the City of Pittsburgh. They also ensure the creation of developable lots, prevent the imposition of development costs on the municipality, and implement the recommendations of comprehensive plans.	Municipalities, Allegheny County	Proposed by Planning Commission bodies and formally adopted by City Council members. Reflected in development and transportation projects citywide in the coming years.	Cost: \$\$ Staff time, consultant support, developer education, and public engagement activities	Medium: No competitive grant application process, need political will and local leadership, developer engagement recommended, public buy-in essential to achieve more progressive language and SALDO policies.	Where zoning is location specific and applied through mapped districts, SALDOs are uniform-municipality-wide, process-oriented, rules. Carefully constructed SALDOs can support the design of high quality TOD projects and TOD-supportive improvements. They tend to be more flexible than zoning, which could benefit some aspects of regulating TOD projects. For additional information, see APA's 6. Subdivision and Land Development Ordinances document .
	Overhaul Parking Requirements	Includes amending the zoning code to reduce or eliminate required parking and often sets parking maximums so that only necessary parking is created. Reductions or eliminations could be contingent on meeting a condition (e.g., Pittsburgh allows developers to pay into a Mobility Trust Fund, parking reductions within a certain buffer around frequent transit service, etc.).	Municipalities, DCP / DOMI	Planning Commission reviews Zoning amendment; 45-day County Review; advertised public hearing; City Council vote to adopt.	Cost: \$ Staff time, consultant support, and public engagement activities	Medium: While not a competitive grant application process, parking is highly contentious and focusing on just this aspect of development can be more difficult than broader zoning changes.	Parking reductions can be used to reward developments when they address environmental, pedestrian, or transit needs. In some places, reductions are possible if care share services are provided on-site. Parking overlay districts eliminate or reduce parking requirements in a specific area. A related approach is reducing or eliminating parking requirements based on proximity to high frequency transit service or existing public parking facilities.
Federal Funding	Transportation Infrastructure Finance and Innovation Act (TIFIA)	Credit assistance program that supports implementation of TOD and corridor projects of regional significance. Can include new or upgraded corridors. Financing can be used for highway, transit, railroad, intermodal, freight, port access, and intelligent transportation system (ITS) projects.	Municipalities, DCP / DOMI / URA, Allegheny County, PRT, railroads, special authorities, and private entities	Application through the US DOT Build America Bureau. All eligible projects must be included in the applicable State Transportation Improvement Program (STIP).	Funding: \$10-100M TIFIA can provide financing for 33-49% of total project costs	Medium: Can be a lengthy application process; details on the review and approval process can be found here .	This program works through a rolling application process. Applicants must submit detailed letters of interest when a project is able to provide sufficient information to satisfy statutory eligibility requirements, such as creditworthiness and readiness to proceed. After invitation from the TIFIA Joint Program Office, a formal application is required. Must pay transaction fee which ranges between \$400k-700k, annual Loan Servicing Fee of \$13k, and potentially a Monitoring Fee. Construction contracting can be initiated within 90 days of execution.
	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Grant program that helps urban and rural communities move forward on projects that modernize roads, bridges, transit, rail, ports, and intermodal facilities. Ultimately, the goal of this program is to make our transportation systems safer, more accessible, more affordable, and more sustainable. Well suited for infrastructure elements of TOD projects.	Municipalities, DOMI, Allegheny County, PRT, railroads	USDOT Grant Pittsburgh regions typically submits one application per cycle.	Funding: \$1-25M	Hard: Highly competitive. Planning and design application is relatively simple to assemble, but construction application requires Benefit-Cost Analysis (BCA).	For the program, 50% of funding is designated to projects in rural areas and 50% is designated to projects in urban areas. The program has a preference for projects in areas of persistent poverty or historically disadvantaged communities where up to 100% of costs can be covered. Can cover planning and design, or shovel ready onstruction projects. For 2024, there was a \$25M cap for projects seeking Bipartisan Infrastructure Law (BIL) funding and \$45M cap for projects seeking FY2023 Appropriations Act Funding.
	Railroad Rehabilitation and Improvement Financing (RRIF)	Program that provides direct loans and loan guarantees up to \$35 billion to finance development of heavy and regional railroad infrastructure, intermodal facilities, reimburse planning and design expenses, refinance outstanding debt, and finance TOD.	Railroads, Municipalities, DCP / DOMI / URA, PennDOT, government sponsored authorities, joint ventures	USDOT Grant	Funding: Varies Financing highly is variable	Medium: Loan process can be complicated.	Multi-step application process begins with a Letter of Interest (LOI), however, borrowers are encouraged to schedule an Initial Consultation with the Bureau first. Eligible TOD projects must: incorporate private investment, be physically or functionally related to passenger rail or a multimodal station with rail service, have high probability of starting construction contracting within 90 days of loan execution, generate revenue that exceeds the overall costs and can be used to reduce need for federal financial assistance for the rail facility or service.
	Pilot Program for Transit-Oriented Development Planning	This competitive FTA grant program aims to encourage mixed-use, pedestrian-friendly communities near high-quality public transportation, such as bus or rail systems. The program provides funding for planning, predevelopment, and construction activities related to TOD projects, and prioritizes projects that would increase access to affordable housing, improve economic competitiveness, and promote sustainable growth.	Transit agencies in partnership with local governments and the private sector	US FTA Grant	Funding: Varies, but maximum FTA match is 80%	Medium: Competitive federal grant, but the region has generally had great success.	Funding can be used for a wide range of uses that support communities integrating land use and transportation planning with a new/expanded fixed guideway (high frequency, rapid transit service which operates on a dedicated right-of-way) or core capacity transit capital project (improvements to an existing rail facility which increases capacity by at least 10%). The program creates opportunity to plan TOD for entire corridors, prioritizing development that will have network-wide impacts. The Pittsburgh region has received many grants through this program.
	Economic Development Administration Public Works Program	The US Economic Development Administration manages the Public Works Program which helps facilitate the transition of communities from distressed to becoming competitive by developing key public infrastructure, such as technology-based facilities that utilize distance learning networks, smart rooms, and smart buildings; multitenant manufacturing and other facilities; business and industrial parks with fiber optic cable; and telecommunications and development facilities.	Special district governments, public, state controlled, and private institutions of higher education, city or township government, state governments, nonprofits with + without 501(c)(3) status, county governments	FY 2023 EDA Public Works and Economic Adjustment Assistance Program Grant, rolling application	Funding: Discretionary funds, 3,000 expected # of awards, \$100,000 - \$30,000,000	High: Competitive federal grant program, 20% local match also required.	Under this NOFO, EDA solicits applications from applicants in order to provide investments that support construction, non construction, planning, technical assistance, and revolving loan fund projects under EDA's Public Works program and EAA program. EDA supports bottom-up strategies that build on regional assets to spur economic growth and resiliency. EDA encourages its grantees throughout the country to develop initiatives that present new ideas and creative approaches to advance economic prosperity in distressed communities. More information about the grant and application process can be found here .
	Annual Congressional Appropriations	In total, there are 12 subcommittees from the House and Senate who equally divide the discretionary spending set forth in the budget resolution. Leading up to all the appropriations bills being signed by the president each year by October 1, these subcommittees conduct hearings of the programs under its jurisdiction and votes out a bill.	House & Senate Budget Committees, PA House & Senate	Budget committees combine all the authorizing plans into an omnibus package and send it to the floor for a vote.	Funding: Variable from year-to-year, can be dependent on presidential election cycle	N/A	Annual appropriations dictate federal funding levels for the given federal fiscal year. In May the House begins consideration of the 12 annual appropriation bills for the next fiscal year based on the discretionary spending allocation in the budget resolution. As these bills move through hearings, markups, Floor consideration, and conference they are constrained by the levels and allocations in the budget resolution and the enforcement of the Budget Act and through House and Senate rules.

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Local Funding	Transportation Impact Fees	Section 503-A(d) of the Municipalities Planning Code (MPC) permits transportation impact fees to be used for costs incurred by a municipality for the construction of roadway improvements designated in a transportation Capital Improvements Plan that are attributable to new development within a designated service area or areas.	Municipalities, DOMI	A municipality that chooses to adopt an impact fee ordinance must complete a series of reports: Land Use Assumptions, Roadway Sufficiency Analysis, and a Capital Improvements Plan. It is critical that a municipality meet all of these legal requirements of the MPC so that land development applicants cannot challenge the legality of impact fee implementation procedures. For more information, see pages 9-11 of PennDOT’s MPC.	Cost: \$ Staff, legal, and consultant time Funding: Dependent on scale of development and trips generated	Medium: Establishing practices for an initial project would require significant effort, but after that, each subsequent process could follow a routine.	Impact fees can be used to fund 100% of the cost of improvements to municipal and county-owned roads. They can expedite preconstruction phases and leverage state and federal funds for improvements to state-owned roadways by funding 50 percent of the total project cost. Although some obstacles may exist in the process of project implementation using impact fees, more than 60 municipalities located in growing areas throughout Pennsylvania have implemented impact fees as a viable funding tool to manage growth in their communities. View PennDOT’s Transportation Impact Fee Guidance document here .
	Transportation Revitalization Improvement Districts (TRID)	This program was enacted to encourage private development near high frequency transit through partnerships between municipalities, transit facility owners, and others. TRID is a specialized TIF for transit that can be used to improve pedestrian, road, and transit infrastructure. This value capture mechanism allows sales, income, and other taxes to be collected within the district to help incrementally finance transit projects.	Municipalities, DCP and URA, Allegheny County	An initial TRID study/plan can be funded through DCED grant. The plan details district boundaries, sources of increment, and allowable uses of increment. The plan is approved by all taxing bodies and a TRID Management Association oversees expenditures.	Costs: \$ Staff and consultant time, public engagement, but can be covered/offset by DCED grant. Funding from TRID: Highly variable from development. State provides \$350K per year to support TRID management costs.	Hard: Three local taxing bodies (municipality, county, school district) must all approve of the TRID plan and dedicate future tax increment.	East Liberty Station example: Captured incremental real estate and parking structure. Guarantor usually a developer. TRID proceeds generated within the district to build the transit center. Public sector should rarely be the Guarantor.Private foundations contributed at-risk, up to 10% of return. Willing to back-stop any loans that we secured. Possible to back-stop without private investors. Public sector to look at property assets. Public sector could retain some rights like a lease payment to back-stop a loan and be part of capital stack. TRID makes it easy to divert many forms of tax revenue.
	Tax Increment Financing (TIF)	Tax Increment Financing utilizes a portion of future real property tax revenues to finance improvements necessary to facilitate new development in these areas. TIF provides a means to increase investment, expand the economic base, increase employment opportunities, and contribute to the redevelopment of blighted and underutilized property.	URA, RAAC, Allegheny County, City of Pittsburgh, PRT	Develop a TIF plan and submit to ACED. More extensive application process, includes a \$25,000 deposit into Projected Development Account up front and additional application fees and financing insurance costs.	Funding: Financing award is variable, but minimum project size is \$5M and minimum TIF financing is \$1M.	Hard: Similar challenges faced by TRID applicants, requires approval from three local taxing bodies and school district is typically most difficult; strategic education is required to get full buy-in.	Allegheny County provides detailed guidelines including all of the elements required in TIF plans, the approval process, and management of the TIF District. Incremental increases in real property tax revenues within a specific area, over a term up to 20 years, can finance costs related to that development. TIF districts must contain contiguous properties, whole units of property assessed for general property tax purposes, and no governing body may grant exemptions under the Local Economic Revitalization Tax Assistance (LERTA) Act.
	County Planning and Rezoning Grants	Allegheny County has and expects in the near future to provide grants to assist municipalities in creating comprehensive plans and undertaking rezonings. These funds would allow municipalities to hire consultants to integrate transit and TOD into long-range policy and integrate land use and transit and/or undertake rezonings that support TOD projects.	Allegheny County	To be determined as grant programs are brought back in the near future.	TBD, but consultant fees alone can be \$200,000+.	Easy: Applying for such grant programs are less competitive than those provided by regional, state, or federal sources.	These funding opportunities may not return until the County adopts a new comprehensive plan. At that time, funding could be allocated based on municipalities showing a commitment that planning and rezoning processes would implement adopted County policies and priorities around land use, transportation, equity, sustainability, and resiliency. The county comprehensive plan could further identify specific nodes and corridors where aligning housing, jobs, or other uses with PRT’s existing and proposed service network is considered regionally significant.
	County Gaming Economic Development Tourism Fund	Administered by the Redevelopment Authority of Allegheny County (RAAC), these grants provide financial assistance to entities to facilitate economic development projects in Allegheny County.	Municipalities, Councils of Government (COGs), Trusts, Non-Profit and For-Profit Businesses	RAAC solicits and reviews project proposals from eligible applicants annually for consideration by the Commonwealth Financing Authority (CFA).	Funding: Between \$150,000 and \$500,000.	Medium: While funds are competitive only within Allegheny County, many different organizations are eligible.	All projects must have at minimum a \$150,000 project budget. Eligible projects include those that promote local economic activity and create and/or retain jobs; improve or create infrastructure; workforce development projects; improve or create civic, cultural, or recreational activities or facilities; projects that promote the safety of affected communities; and projects that improve the quality of life in the affected communities.
	Local Economic Revitalization Tax Assistance (LERTA)	LERTA (Local Economic Revitalization Tax Assistance) is a tax abatement program created by the Commonwealth of Pennsylvania in 1977. The LERTA Act authorizes local taxing bodies to provide a tax abatement for 10 years on eligible construction improvements. Allegheny County has multiple forms of LERTAs available including Commercial, Residential, and Residential Enhanced.	Municipalities, School Districts, Allegheny County, Developers, RAAC	To apply for a LERTA, contact the municipality in question to obtain an application; complete and file the application for approval in the municipality in which the property is located; once approved, forward a copy of the approved abatement application to the Office of Property Assessments.	Financing varies; \$3,000 developer fee is due at the time an application is submitted.	Low: Helpful for team assembling application to have familiarity with local policies and LERTA process.	Allegheny County's LERTA application page and the City of Pittsburgh's Real Estate Forms page provides useful guidance and contact information. A summary chart of the various LERTA and tax abatement programs can be found here .
	Low Income Housing Tax Credits (LIHTC)	The Tax Credit Program does not provide loans or grants but rather a tax incentive to owners of affordable rental housing (4% and 9% are the two types available). The incentive is an annual tax credit earned in the initial ten years following when the units are placed in service assuming program requirements are met. A developer markets or “syndicates” the credits allocated to the development to investors whose contributions are used as equity in the development’s financing plan.	Developers, PHFA	The applicant should complete a Multifamily Housing Application with all the required additional schedules, lists, or attachments provided. One hard copy and an electronic submission of the application is also required.	Funding: Annual state cap is \$10 million, transaction cap is \$1.5 million	Hard: This affordable housing program is extremely competitive and one of the few national programs dedicated to affordable housing development.	The Agency charges fees for certain activities associated with applications for financing. See the Agency Fee Schedule on the Agency’s website at www.phfa.org for additional information. Pennsylvania Housing Finance Agency (PHFA) has a page dedicated to the Multifamily Housing Application Package and Guidelines which includes application details, appendix information, and general requirements.
	Pennsylvania Housing Finance Agency (PHFA) Funding	PHFA offers a variety of funding/financing programs to developers, existing homeowners, and prospective homeowners. In addition to the national LIHTC program, PHFA offers a variety of multifamily loan programs, including the Community Revitalization Fund Program and Mixed Use Development Tax Credit, which could be leveraged to support TOD.	Developers, PHFA	Application processes vary from program-to-program.	Varies from program-to-program.	Variable: As noted above, LIHTC is an incredibly competitive program and many of PHFAs other relevant programs also range in difficulty.	The best place to view guidelines and access application materials is via PHFA's website .
	Urban Redevelopment Authority (URA) Funding	The URA also offers a variety of local funding/financing programs to developers, homeowners, and prospective homeowners. Several of the tools listed in this matrix are administered and/or supported by the URA. In addition to those programs, the URA is also involved in, but not limited to, Opportunity Zones, the Pittsburgh Downtown Conversion Program, and Housing Opportunity Fund.	Developers, URA	Application processes vary from program-to-program.	Varies from program-to-program.	Variable: Difficulty will range from program-to-program, similarly to how PHFA’s range of programs.	The best place to view guidelines and access application materials is via the URA's website . View potential development incentives in the City of Pittsburgh via the URA’s interactive map tool .
	Public-Private Partnerships	Public Private Partnerships allow state or local public agencies to enter into P3 contracts for the design, construction, operation, maintenance, financing or lease of transportation facilities. The featured projects bring value to Pennsylvania by significantly reducing poor condition bridges, supporting motorist safety, enhancing public transit and rail service, and in some	City of Pittsburgh, PRT, URA, RAAC, ACED, private partners	Public Private Transportation Partnership Board reviews & approves all P3 projects.	\$ for staff time, potential consultant services	Medium: Identifying appropriate private partners can be challenging, frequent coordination and communication is always challenging when multiple entities are involved in project delivery.	Not a traditional funding source, unique partnership opportunity to consider project delivery and parcel assembly opportunities.