



# Case Studies

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# TOD Case Studies

HR&A selected three comparable transit systems that exemplify JTA’s goal of using TOD to revitalize downtown and equitably increase its residential population.



TRIMET YELLOW LINE



METRO GREEN LINE



MLK JR. EAST BUSWAY

Criteria	Requirement	TRIMET YELLOW LINE	METRO GREEN LINE	MLK JR. EAST BUSWAY
Mode	Light rail or bus rapid transit	Light rail	Light rail	Bus rapid transit
Location	Runs through a downtown in a large or mid-size city	Portland, OR	Minneapolis and St. Paul, MN	Pittsburgh, PA
Stations	Connects anchor institutions, including regional attractions (e.g. stadiums) and major employers	✓	✓	✓
Funding	Funding sources include value capture	✓	✓	✓
Equity	Showcases examples of equitable TOD (e.g. affordable housing)	✓	✓	✓
Development	Catalyzes new development	✓	✓	✓



# TriMet Yellow Line

**Info.** 6-mile LRT connecting downtown Portland, OR and North Portland's Expo Center. Service began in 2004.

**Fundin** Local officials expanded an *urban renewal district* to include the Portland-Vancouver corridor and appropriate \$30M in tax increment funds for LRT.

**Equity** Local business and neighborhood leaders advocated for the Yellow Line, as it serves historically low-income and minority communities. The City also created the *Interstate Corridor Urban Renewal Area* in 2000, which established an inclusive community planning process for the corridor.

**Impact** Multifamily development has accelerated along the corridor. The *Tri-County Metropolitan Transportation District (TriMet)* and *Prosper Portland* have led new affordable housing development.

**400+**  
Units of market-rate housing

**900**  
Units of market-rate housing planned or under construction







# METRO Green Line

## Info.

11-mile LRT connecting the downtowns of Minneapolis and St. Paul, MN, and the University of Minnesota. Since 2014.

## Funding

The *Central Corridor Funders Collaborative (CCFC)* was a key private funding source and transit supporter. But nearly all funding came from federal, state, and local sources. The Green Line's total cost was \$957M.

## Equity

The *Central Corridor Affordable Housing Coordinated Plan* identified strategies and tools to support affordable housing near transit. The Twin Cities' *District Councils Collaborative* also ensured community concerns were addressed in LRT planning.

## Impact

*Metro Transit* and the *Metropolitan Council* provide funding tools calibrated for TOD, making it easy for developers to build in the Green Line Corridor.

**3,753**  
Units of affordable housing preserved or created since 2011

**\$5.1B**  
In private investment along the corridor, half outside of downtown Minneapolis





# MLK Jr. East Busway

## Info.

9.1-mile BRT connecting downtown Pittsburgh, PA to East Liberty, a low-income neighborhood, as well as several universities and West Penn Hospital. Service began in 1983.

## Funding

*East Liberty Development, Inc. (ELDI)*, a CDC, and the City's *Urban Redevelopment Authority (URA)* developed creative strategies to fund BRT, complemented by traditional value capture and public subsidies.

## Equity

The *East End Growth Fund* provided ELDI with capital to focus on affordable, workforce, and mixed-income housing solutions in the Busway corridor.

## Impact

Dedicated financing tools have increased development activity. The \$150M *East Liberty Transit Center* has also driven East Liberty's revitalization, supporting residents and mitigating displacement

**32% or 866 Units**  
Of the East Liberty housing stock are now considered long-term

**\$65M**  
In private sector reinvestment since





# TOD Case Studies: Takeaways

Together, these case studies demonstrate TOD's benefits for city building, equity, economic development, and public-private funding.



## City Building

TOD not only increases transit access to urban centers, employers, and entertainment venues, but also distributes economic activity and development across neighborhoods.



## Equity

TOD can promote inclusive development, preserving or adding substantial numbers of affordable housing units, sometimes through a meaningful community-based process.



## Economic Development

TOD can spur new economic activity – adding residents, businesses, and transit riders – in areas that have experienced long-standing disinvestment.



## Public-Private Funding

By capturing and assigning the value created in private developments, TOD can fund infrastructure and other public realm improvements that make downtowns more attractive, vibrant, and walkable destinations.