



Applying LEED to transit projects

March 2025

What is the LEED Building Design and Construction (BD+C): Transit Stations rating system?

The LEED v4 BD+C: Transit Stations rating system was developed by USGBC in partnership with the industry to test adaptations of LEED for newly constructed stations and further explore the transit market. The rating system, while still in a pilot stage, is available to eligible transit station projects that choose to implement new LEED criteria for green design and construction.

What are the advantages of using LEED BD+C: Transit Stations for transit projects?

LEED-certified transit projects are the triple bottom line in action benefiting people, planet, and profit. These projects are designed to consume less water, less energy, fewer natural resources and are ultimately aimed to reduce the overall impact of development on the local, regional and global environment.

By implementing LEED strategies, these high-intensity projects can become more efficient, cost-effective and sustainable with a significant positive impact on our economy, environment, commuters' well-being and comfort. Teams across the world are using LEED to ensure a more efficient, equitable, and sustainable future. In addition, transit owners can engage commuters on the importance of sustainability and the opportunity the public transportation sector has, in minimizing greenhouse gas emissions.

Another advantage of using LEED BD+C: Transit Stations is increased flexibility for meeting LEED requirements through transit-specific options and compliance paths that recognize the unique characteristics of transit projects, including above-grade, at-grade, and below-grade stations.

What issues are unique to transit projects?

Some of the challenges unique to transit projects include first-mile/last-mile connectivity, higher energy and water intensity, large footfalls, universal accessibility, indoor air quality monitoring, resiliency, and more. The LEED BD+C: Transit Stations rating system is designed to address these unique considerations in transit stations by including transit-specific strategies and requirements in certain prerequisites and credits.

Below are examples of credits that are being tested and subject to change in this pilot rating system:

- LT Credit: 'Intermodal Connectivity and Placemaking' encourages stations to incorporate intermodal connectivity features to improve regional mobility and to ensure first & last mile transportation options
- LT Credit: 'Plan and Design for Resilience' ensures that transit owners have resiliency and emergency preparedness plans in place for disasters or disturbances to help enhance local and regional resilience
- SS Credit: 'Universal Accessibility' recognizes policies for safe, convenient accessibility for a wide spectrum of transit users, regardless of age or ability

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- EA Credit: 'Optimize energy performance' includes several performance and prescriptive options, including pathways to address efficiency of specific equipment & systems in transit stations such as elevators, escalators, and traction systems
- MR Credit: 'Environmental Product Declarations' encourages projects to install materials with product-specific TYPE III EPDs for a curated list of structural, interior and non-structural building elements in transit stations
- EQ Prerequisite: 'Minimum IAQ performance' ensures proper monitoring of typical indoor pollutants in enclosed platforms and concourses such as CO, PM2.5, PM10 and O3
- EQ Credit: 'Quality Views' promotes designs that integrate biophilic connections for transit users

How many projects are registered and certified under the LEED pilot rating system for transit?

As of March 2025, there are 299 LEED-certified and registered transit projects across the globe. This represents 49 million square feet or 4 million square meters.

How do we certify transit projects under LEED?

Individual transit projects can be certified under different LEED rating systems depending on the stage of the building's lifecycle. LEED BD+C: Transit Stations is the appropriate rating for transit projects that are new construction or major renovation. This rating system was developed by analyzing the [LEED v4.1](#) BD+C rating and integrating best practices and proven methods shared by transit authorities worldwide.

Some policies and strategies implemented by the transit agency, at the system level, can be recognized in LEED for their contribution to the individual station performance. For example, a policy may be eligible for the individual transit station if it is governed by a policy that controls multiple stations.

What types of projects can use LEED BD+C: Transit Stations?

Transit owners and operators can apply this rating system for their new station buildings such as above-grade stations, below-grade stations, and at-grade stations because LEED BD+C: Transit Stations addresses considerations specific to transit projects.

Are new buildings associated with a transit project, like transit depots or maintenance facilities, eligible for LEED BD+C: Transit Stations?

No, the buildings or maintenance facilities associated with transit projects such as wash plants, workshops, repair shops etc. may be compared to typical industrial buildings, project teams are recommended to explore LEED BD+C: New Construction. LEED BD+C: Transit Stations rating is for buildings that service passengers and directly support the train or rail.

Are the LEED v4/ LEED v4.1 Minimum Program Requirements (MPRs) the same for Transit projects?

Yes, they are the same for transit projects. However, because LEED BD+C: Transit Stations is currently a pilot rating system, USGBC will continue to refine as needed the applicable MPRs to suit the unique needs of transit projects. Please [contact us](#) for project-specific guidance.

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How does the Arc platform relate to transit projects?

LEED O+M focuses on the performance of transit projects in the key areas of human health, energy, water, waste, and transportation by using [Arc](#) — a state-of-the-art platform that measures, monitors, and scores the performance of transit projects.

LEED O+M can be used to compare the performance of a given transit project to other similar projects that belong to the same transit operator, pursuing high-performance measures from around the world. Transit operators and owners can continuously monitor the data and make informed decisions to optimize the project performance based on real-time data and analytics. This performance pathway can then be used to certify and recertify the project every 3 years.

What resources are available for transit projects looking to certify using LEED?

- [LEED v4 Transit rating systems explained](#)
- [LEED v4 BD+C: Transit rating system](#)
- [LEED v4 BD+C: Transit project checklist](#)
- [LEED v4 O+M: Transit rating guide](#)
- [LEED in Motion: Transportation report](#)

Where can I find more owner profiles and case studies on transit projects?

- WMATA achieves LEED Gold for [Potomac Yard Metro Station](#) with [Sustainability Initiatives](#) in Alexandria, Virginia
- Lynnwood City Center Station campus earns LEED Gold certification [Sound Transit Article](#), [LEED Project Profile](#), Lynnwood, Washington
- [Red Line: Abba Hillel Station](#), Ramat Gan, Israel
- [Lauderhill Mass Transit Center](#), Lauderhill, Florida
- Moynihan Train Hall - New York, NY [Penn Station Moynihan Train Hall](#) and [LEED Project Profile](#)
- [Janakpuri West Blue Line](#) New Delhi, India

Where can I find a list of registered or certified LEED transit projects?

One can view non-confidential transit projects in the [USGBC Project Directory](#) by searching for keywords like 'transit' or 'rail', this will projects with such terms in the project title. Or the search can be conducted by selecting the rating system 'LEED BD+C: Transit Stations'.

Who can I contact for more information?

For more information about LEED and transit stations, [contact us](#)