

## Policy Tool: Coordinated Planning by Local Governments and Transit Agencies



**Example:** Pennsylvania Transit Revitalization Investment Districts

**Summary:** Planning grant programs can be structured to require local governments to coordinate their planning efforts with those of transit agencies.

**Planning grants can provide local governments with the resources and incentive to undertake early and coordinated planning for development in neighborhoods with existing or planned transit stations.** And, if structured properly, such funding can also ensure planning coordination between local governments and transit agencies.

In 2004, Pennsylvania enacted the Transit Revitalization Investment District (TRID) Act. TRIDs are intended to generate mixed-use development, focus community revitalization efforts around a public transit station and boost transit ridership. New public investments around transit stations frequently increase private land values, which in turn generates additional tax revenue. The act allows local governments, working with transportation agencies and, in some cases, school districts, to create value-capture areas near transit stations in which this additional revenue may be applied to public transportation capital improvements, related site development improvements and maintenance.

This program ensures coordination between local governments and transit agencies by requiring them to collaborate before a TRID can be designated. The local government must undertake a planning study before a TRID can be designated and implemented. The Pennsylvania Department of Community and Economic Development, in cooperation with the Pennsylvania Department of Transportation, provides local governments with up to \$75,000 for these required studies. Grants are provided on a ratio of 75 percent state share/25 percent local share; the local share can be provided as cash or a combination of cash and in-kind professional services.



One of the first TRID planning grants was made to the Borough of Marcus Hook, located along the Southeastern Pennsylvania Transportation Authority's (SEPTA's) Northeast Corridor rail line. The borough and SEPTA are using the planning grant to evaluate potential development in the station area, including a developer's proposal for a 120-unit housing development with a mix of rental and for-sale units. The planning grant will also allow the borough and SEPTA to form a management authority required to administer the TRID.

In Philadelphia, planning funds were used to develop an award-winning TRID master plan for two SEPTA stations, 46th Street Station on Market Street in West Philadelphia and the Temple Regional Rail Station located at 9th and Berks streets in North Philadelphia. The planning process was designed to develop a collective vision for the future of both stations and included public meetings, interviews and focus group discussions.