



Pennsylvania Transit Oriented Development

toolkit for designing + building communities around transit

www.todtoolkitpa.com

Welcome to Pennsylvania's Transit Oriented Development (TOD) Toolkit

This website was designed with you in mind, providing the information needed to understand why TOD is beneficial to you and your community, and how to effectively promote and implement it using this toolkit as a resource guide.



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Government Officials

Are you a government official interested in implementing TOD in your community?

Focus on these sections:



TOD
Fundamentals



Your Key
To TOD



Model
Ordinances



Funding
Methods



Community Members

Are you a community member interested in implementing TOD in your community?

Focus on these sections:



TOD
Fundamentals



Case
Studies



Partners +
Initiatives



Value +
Marketability



TOD Fundamentals



Government Officials + Community Members

TOD Fundamentals is the tool that will help you discover the basic foundation of TOD and how it fits into your community, large or small.

TOD helps Pennsylvania communities achieve a range of transportation, community development, and environmental goals. TOD improves regional mobility to diverse populations, increases economic development potential for station areas, strengthens a community's sense of place, and reduces environmental impacts by making walking, bicycling, and transit use viable alternatives to driving automobiles.

Benefits of TOD include:

Benefits Communities	Benefits the Environment	Benefits Public Transportation
<ul style="list-style-type: none">• Creates great places to live, work, and play• Supports higher, more stable property values• Promotes revitalization of mature neighborhoods• Encourages higher quality development• Reduces road and parking construction and maintenance costs• Increases municipal service efficiencies• Supports a healthier lifestyle through a safe, pedestrian-friendly environment• Improves access to trolleys, buses, trails, and more	<ul style="list-style-type: none">• Reduces automobile use and emissions• Reduces impermeable surfaces, stormwater runoff, and the heat island effects from parking• Encourages sustainable development practices	<ul style="list-style-type: none">• Enhances awareness and recognition of transit• Broadens transportation options• Increases mobility through public transportation

Initiating TOD in a community involves careful planning and the promotion of a transit-supportive culture. These steps are particularly important for suburban and rural communities where bus transit may be the only public transportation system.

Some small start concepts the Centre Area Transportation Authority (CATA), located in Centre County Pennsylvania, implemented to support bus transit as a viable transportation alternative in its region include:

- Ensure that new developments have a transit-friendly layout
- Devote the resources necessary to have an impact on local decision-making
- Build and maintain relationships to realize success

There are also a number of small ways to make transit more efficient, improve the rider experience, and increase patronage. The enhancement of bus stop amenities is one such example. The Pennsylvania Department of Transportation (PennDOT) funded the Rethinking the Suburban Bus Stop study, prepared by the Airport Corridor Transportation Association (ACTA). This study illustrates several suburban bus stop retrofits with the potential to significantly improve the user experience in four different contexts:

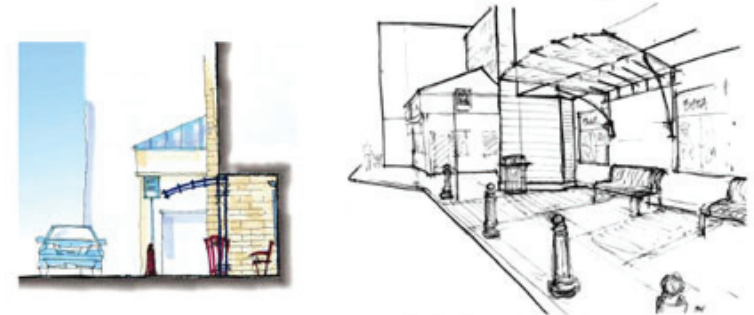
- The Busy Roadway Bus Stop
- The Suburban Retail Center Bus Stop
- The Hub Station Bus Stop
- The Intermodal Transfer Center



Bus Stop Amenities

Source: CATA.

Integrating bus stop amenities with parks, green spaces, and community areas is one step to improve the user support TOD.



Bus Stop Improvement

Source: Rethinking the Suburban Bus Stop Presentation, ACTA.

An illustration of a bus stop improvement for a suburban retail center.

Successful TOD can happen in any setting, whether a new development or a historical neighborhood. TOD principles are rooted in history, and foundational elements are seen everywhere.

TOD comes in all sizes. Much of Pennsylvania was historically designed for TOD, is your community?



City of Philadelphia, Philadelphia County

TOD Includes:

- Mixed-use development
- Grid street network
- Wide sidewalks to accommodate pedestrian traffic
- High visibility crosswalks at intersections
- Multimodal infrastructure



Borough of Lititz, Lancaster County

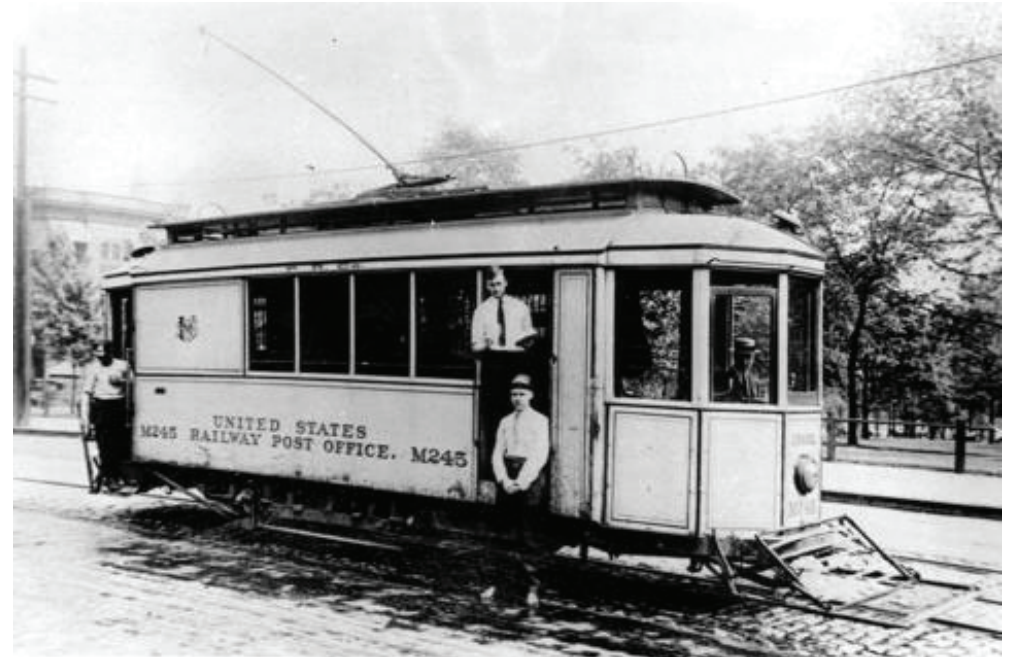
TOD Includes:

- Mixed-use development
- Grid street network
- Wide sidewalks to accommodate pedestrian traffic
- High visibility crosswalks at intersections
- Multimodal infrastructure

Be sure to explore these other municipalities found throughout the state that have been Built for TOD:

Atglen | Carlisle | Indiana | Mt. Lebanon | Middletown | New Castle

TOD is a term that was coined by Peter Calthrope in the late 1980's; however TOD as a concept has been around for much longer. For hundreds of years, humans have been building around transit. Conventional TOD planning began in the second half of the nineteenth century with the introduction of the streetcar. As an early form of commuter transportation, these horse drawn vehicles allowed people to work inside the city, but live outside its center which was overcrowded and often unsanitary. When the streetcar was electrified at the turn of the century, it allowed people to move further away from the city and still commute by rail to work. The term "Development-Oriented Transit" was coined for the type of development that followed these early commuter rail systems.



Source: www.pa-trolley.com

Throughout the 20th century, with the introduction of the automobile into society, development has largely focused upon the driving range of a car. This has led to sprawl, increased carbon emissions, and costly reliance on finite fossil fuels. By the end of the 20th century, a new line of thinking, called New Urbanism, began to form. Supported by the concept of transit supportive communities, TOD emerged and this type of design has become increasingly popular since.

Today, many communities are discovering that transit played a vital role in their past. Many Pennsylvania communities including Johnstown, Lancaster, Altoona, Scranton, and Hershey had very robust trolley systems and have evolved with transit in mind over time. Your community may also have a link to "Development-Oriented Transit" design of the

past that you can also capitalize on through today's TOD.

Designing + building around transit is a centuries old concept that has evolved rapidly throughout the last few decades as oil prices have skyrocketed to unprecedented levels. Exploring the past to see where transit influenced development in your community throughout its history is a great small start to begin planning for TOD for its future.

Sources used for this history:

http://www.transweb.sjsu.edu/mtiportal/research/publications/documents/envisioning2/mti2001_etodp_website/TOD_History.PDF

<http://www.iurd.berkeley.edu/publications/wp/2009-02.pdf>



Your Key to TOD



Government Officials

Your Key to TOD is an important tool for any Government Official's toolkit, guiding you through the initial steps needed to implement TOD within your community.

Your Key to TOD provides the resources needed to help establish the framework for TOD within your community. As you explore this section, you will find tools to help guide your community through beginning the TOD process, from comprehensive planning to public involvement. Your Key to TOD is a crucial tool for any government official ready to begin to design + build with transit in mind in Pennsylvania.





Your Key to TOD

Public Involvement Techniques

Public involvement facilitates community planning. For TOD planning projects, public involvement helps build support for transit, define challenges and opportunities, and reach consensus on a preferred course of action. Typically, funding agencies require public involvement as part of any planning project process. (Source: www.planthekeystone.com)

Below are some popular and effective innovations in public involvement for community and transportation planning. (Source: Building Livable Communities with Transit (USDOT/FTA))

Charrette – a meeting in which citizens are invited to participate in a full discussion of issues, interrelationships, and impacts. Time limits challenge people to openly examine problems and produce tangible results. Typically, this technique is a multi-day intensive process facilitated by professional planners who ultimately create concept plans which reflect the charrette discussions.

Visioning – a series of meetings open to all citizens or a representative panel focusing on long-range issues that eventually lead to a goals statement.

Brainstorming – a democratic process open to any citizen, led by a facilitator or moderator, where participants come together in a freethinking forum to generate ideas. It provides participants with a sense of progress and accomplishments, and helps them move on to more difficult tasks.

Citizen's Advisory Committee – a representative group of stakeholders that meets regularly to discuss issues of common concern. It allows for extended interaction between citizens and their government.

Transportation Fair – a one-day event used to interest citizens in transportation and in specific projects or programs.

Focus Group – a meeting of a carefully selected group of individuals convened to discuss a single topic. The opinions are used to gauge public opinion.

Collaborative Task Force – a group of individuals selected to come to a conclusion and resolve a difficult issue, subject to ratification by official decision makers.

Media Strategies – use of print and broadcast vehicles to advise and inform customers about projects and programs.

Facilitation – a neutral facilitator guides a group of citizen representatives through the problem-solving process.

Citizen Survey – a survey administered to a sample group of citizens via a written questionnaire or through interviews in person, by phone, or by electronic mail. The tabulated results are considered representative of a larger group.

Telephone Techniques – an interactive medium used to solicit public involvement, obtain information, and get opinions.

Visual Techniques – use of recorded visual and oral messages to present information to the public, e.g., Visual Preference Surveys.

Public Meetings/Hearings – Held Prior to a decision point to present information to the public and obtain formal input from citizens.





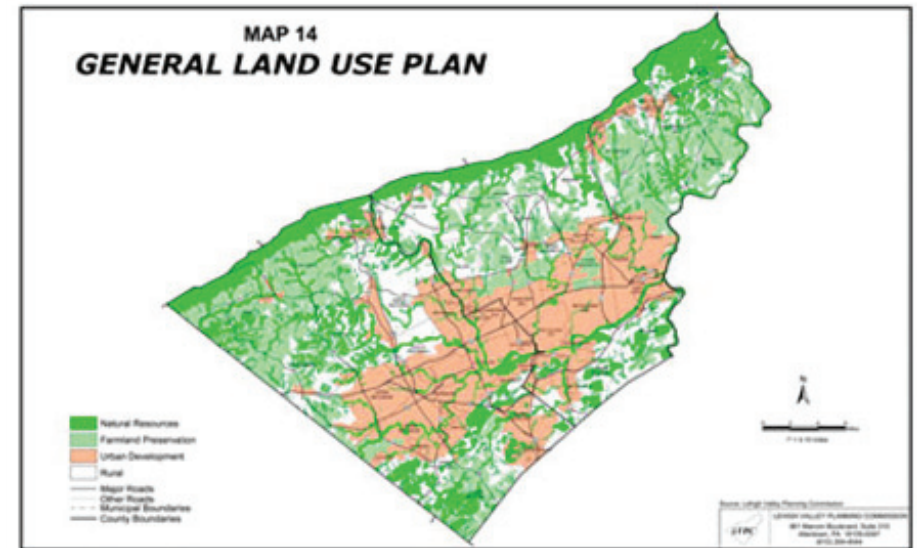
Your Key to TOD

Comprehensive Plan

A comprehensive plan is an overall policy guide for the physical development of a municipality. For a comprehensive plan to be a valuable tool, it must be a focal point for guiding a community through change. The comprehensive planning process involves collecting an inventory of the development alternatives, analysis of data collected, projections of future growth and development alternatives, and the establishment of policies to be implemented in the future. A comprehensive plan provides a logical basis for zoning and other land use ordinances. A comprehensive plan, however, is not an ordinance nor is it self-enforcing. Local ordinances, private actions, and other activities implement comprehensive plan concepts and recommendations.

Coordination of land use and transportation is fundamental to comprehensive plans. To encourage TOD, municipalities should consider the following when forming or updating a comprehensive plan:

- Including public transit facility and accessibility improvement goals and objectives
- Identifying opportunities for TOD
- Incorporating transit-supportive design guidelines for identified TOD locations



Lehigh Valley General Land Use Plan

Source: Lehigh Valley Planning Commission.

Your Key to TOD



Redevelopment/TOD Plans

Paoli in 2025
Rendering from the Paoli Community Master Plan.

Paoli Community Master Plan
Source: Paoli Community Master Plan, Paoli, PA.

This plan illustrates long-range development opportunities and transportation improvements for the Paoli Business District. Specific recommendations include redeveloping Amtrak's Paoli Yard with a new train station and improved access and waiting areas for connecting buses and shuttles; upgrading the road system to handle increased traffic and improve access for bikes and pedestrians; and updating zoning for the Rail Yard and surrounding business district.

Developing a TOD plan helps municipalities conceptualize potential land use and provides a framework for redevelopment and revitalization. The TOD plan may be part of a municipal policy document, revitalization planning document, or a redevelopment plan focused on a specific property or properties. A TOD plan may also be used as a marketing tool to attract developer interest.

Typically, a TOD Plan examines the existing conditions of a transit facility and the surrounding area and provides concepts, plans, and illustrations depicting opportunities for a mix of land uses, pedestrian- and bicycle-friendly design improvements, and other public improvements.

Specific recommendations in a TOD Plan may include:

- Proposed transit amenity improvements
- Guidelines and control mechanisms for development intensities, building heights, setbacks, and landscaping
- An implementation plan identifying action steps and potential funding sources

When TOD plans call for revitalization of a blighted area where eminent domain may be used, additional requirements found in the Pennsylvania Urban Redevelopment Law (URL) 35 P.S. §1701 must be strictly followed.

URL helps drive and regulate the redevelopment process in the Commonwealth. There are 5 distinct steps in URL:

1. Formation of a Redevelopment Authority (RDA) that is incorporated by the governing body of the municipality
2. Establishment of a Redevelopment Area and a declaration of Blight for that area, both approved by the municipality's planning commission
3. Creation of a Redevelopment Area Plan by the planning commission as dictated specifically by URL
4. Creation of a Redevelopment Proposal by the RDA that must go through a comprehensive public commenting period, including a public hearing, before it is approved by the governing authority of the municipality
5. Follow through with steps outlined within the Proposal by the RDA

Often times, services for redevelopment and eminent domain are contracted out to a redeveloper, as selected by the RDA.

Many communities and counties throughout Pennsylvania already have an RDA established, and if your municipality does, you are already on the path to redevelopment and TOD! If your community does not have an RDA, this is a great example of a small start that you can implement to begin dialogs about redevelopment and TOD.

Your Key to TOD



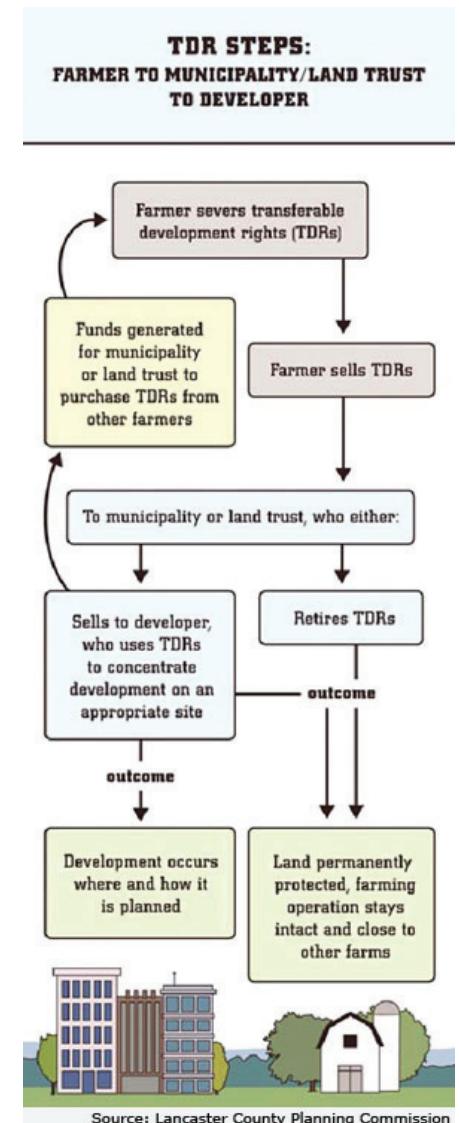
Transfer of Development Rights

Transfer of Development Rights (TDR) is an innovative land use strategy that seeks to protect valued land resources from being developed by transferring the landowner's "right to develop" in the protected zone (sending area) to an alternative site or district where denser development is desired (receiving area). TDR is a great tool for promoting transit, as transit needs density to be successful. By placing higher density development rights in an area where TOD will work in your community while simultaneously maintaining the natural resources your community cherishes, TDR can help your community plan with transit in mind.

Other benefits TDR provide include:

- Fair compensation to landowners for their property
- A more clear vision of where TOD would best suit your community
- A mutually beneficial and sustainable preservation system

Article VI §619.1 and Article VII §702.1 in the Pennsylvania Municipalities Planning Code (MPC) establish the framework for TDR within Pennsylvania. TDR is also discussed in Article VII A §703-A. Section VIIA discusses TDR in context with Traditional Neighborhood Development, the type of design that TOD supports and can be a very useful reference if you are considering TDR in your community to foster TOD.



Source: Lancaster County Planning Commission



Your Key to TOD

Is TOD Right For My Community?

The online TOD assessment Future Investment in TOD (FIT), prepared by the Southwest Planning Commission, will help you decide if TOD is a viable method for your community's revitalization. The data entered into the worksheet is evaluated by the TOD Success Metric, a tool that determines if a particular site is conducive to TOD. The FIT website is a valuable resource for more information on TOD.



Model Ordinances



Government Officials

Model Ordinances provide the resources needed to develop and implement ordinances to foster TOD in your community.

Planning for TOD includes creating sound ordinances that will help foster designing + building around transit. Pennsylvania municipalities are increasingly developing ordinances to encourage and provide a framework for TOD. This tool will help you gain a detailed understanding of ordinances that your community can implement.

Model ordinances from communities throughout Pennsylvania are also included under this tool and listed by type, to make searching for an ordinance that fits your community easily accessible. The Pennsylvania Municipalities Planning Code is the enabling legislation that makes planning and creating model ordinances possible. Before you explore this section, take some time to review the MPC on the New PA site. Additionally, the Land Use Law in PA website, explains the MPC in common language for easy interpretation.



Model Ordinances

Zoning

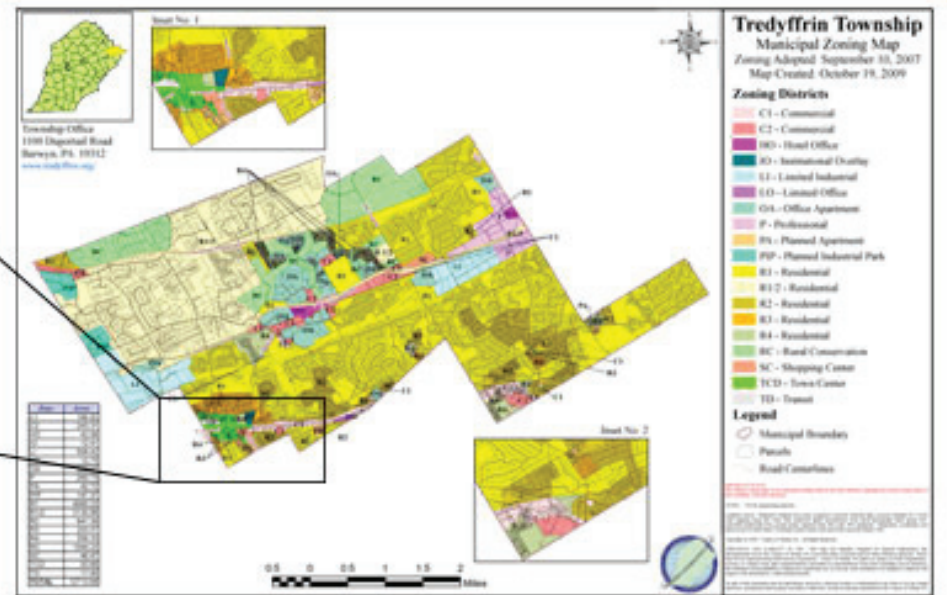
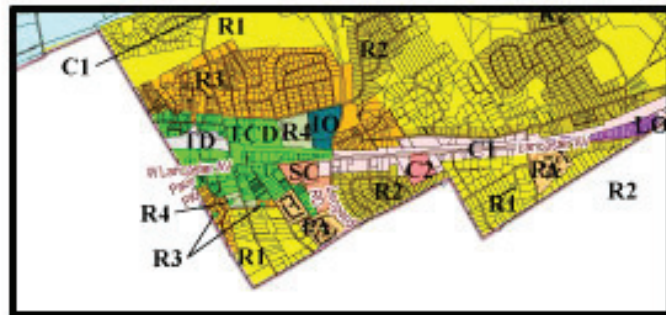
To support TOD, zoning should incorporate mixed-uses (residential, retail, commercial, and office) at medium-high densities close to the roadway to encourage walking and biking. This is often accomplished by implementing a zoning district or a zoning overlay.

Common Zoning Techniques That Encourage TOD

- Mixed-use by-right within 1/4 mile of the main line of the railway with ground level retail or other active use
- Increased densities
 - Urban center or rail line: 12-25 dwelling units/acre and 25-50 employees/acre
 - Suburban center: 7-15 dwelling units/acre and 25 employees/acre
- Maximum set-back standards or build-to-line requirements
- Increased Floor to Area Ratio (FAR) above 1.0 at centers or along the main rail line through increased building height
- Maximum, rather than minimum, parking requirement over minimum
- Allow higher density if underground or structured parking is included
- Transit Overlay Zones or Transit Corridor Overlay Zones

Tredyffrin Township, PA Zoning Map

Source: Tredyffrin Township.



The Tredyffrin Township zoning ordinance encourages TOD through a Transit District (TD) strategically located around the community's SEPTA train station and an adjacent Town Center District (TCD).

- Maximum lot sizes for residential



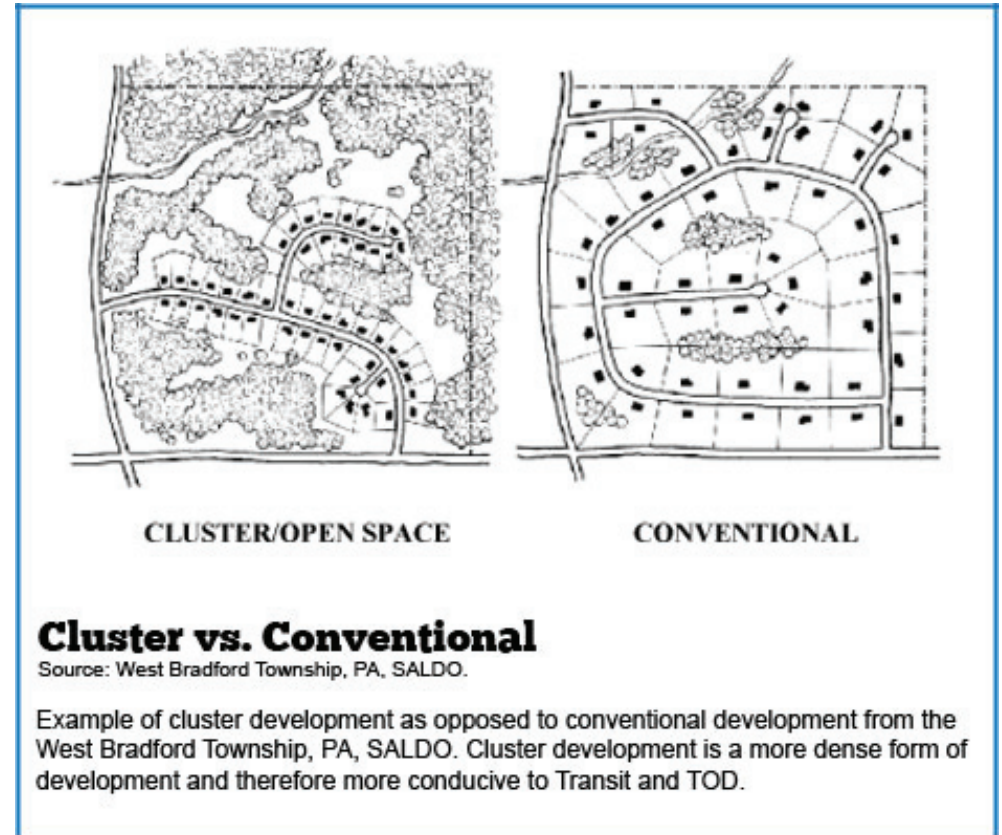
Model Ordinances

Subdivision and Land Development Ordinance

Subdivision and Land Development Ordinances (SALDO) work in conjunction with zoning and address issues such as division of land, provisions of streets and easements, common lands, and improvements needed to support development. A zoning ordinance dictates how land will be used, while a SALDO is how the land use is going to be divided. A TOD zoning ordinance and a SALDO created for the area of the TOD are to very useful tools used to outline exactly how land will be used and divided to build + design around transit.

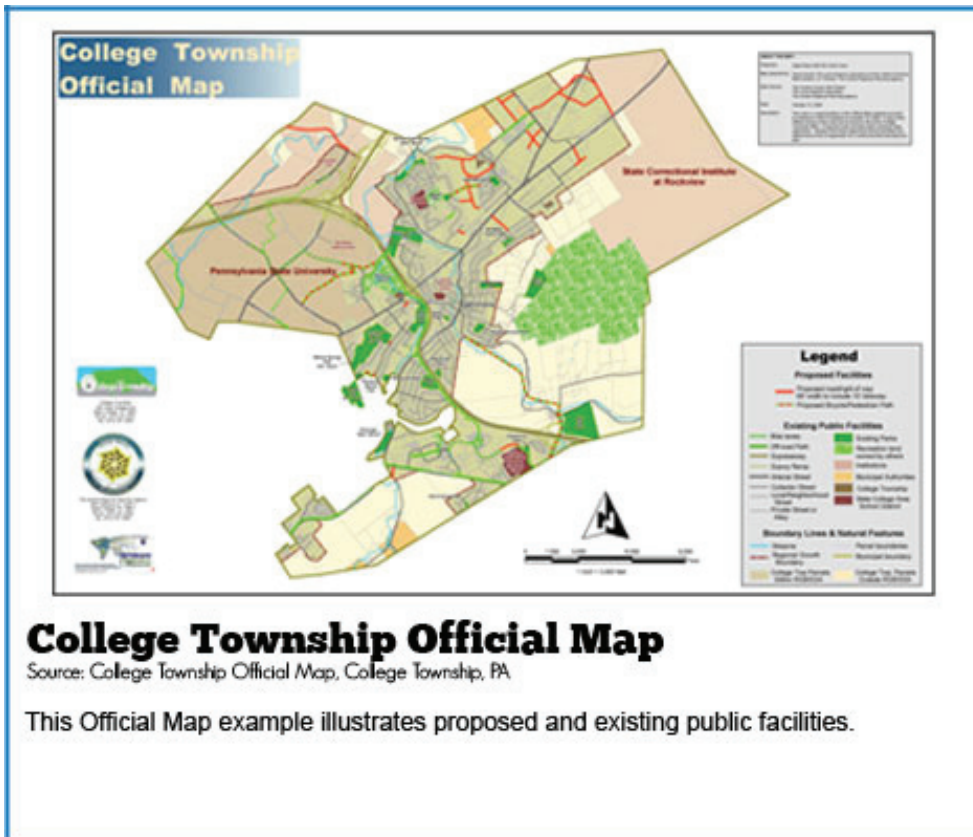
In order to support TOD, SALDOs (or zoning) should have standards that have sufficient multi-modal circulation options, but should not be overly burdensome on developers.

- Minimum 8'-10' sidewalks at hubs or along trunk lines
- Require high-visibility 10' wide crosswalks at every leg of every intersection at hubs and along trunk lines
- Connect adjacent developments and limit cul-de-sacs
- Reasonable landscaping requirements
- Require bicycle lanes, shared-use arrows (sharrows) if appropriate, and bicycle parking at station or key locations along the main road or rail line



Model Ordinances

Official Map Ordinance



The Pennsylvania Municipalities Planning Code (MPC) authorizes municipalities to prepare and adopt Official Maps as tools for implementing comprehensive plans. The Official Map is a map and ordinance that identifies both existing and proposed public lands and facilities within the entire community or in a specific area or neighborhood. When used together with the zoning ordinance, the building code, the subdivision and land development ordinance (SALDO), and the capital improvements program, the Official Map can help a municipality realize its vision for future growth and redevelopment.

The Official Map benefits TOD by:

- Defining the direction toward which the municipality wants to grow or redevelop
- Identifying TOD supportive features such as public spaces and pedestrian-friendly street configurations
- Improving public and private cooperation by informing developers of the municipality's long-range growth plans
- Providing leverage for outside funding, since grant agencies are more willing to fund projects that have community support and commitment



Model Ordinances

Pennsylvania Model Ordinances

Town Center District Zoning Ordinances

- Town Center District – Creating New Opportunities
- Town Center Districts, Tredyffrin Township
- Mixed Use District Zoning Ordinances

New Town Mixed Use District – Creating Walkable, Transit-Friendly Places

- Village Mixed Use District – Creating a Small Town Character
- Transit District Zoning Ordinances

Langhorne Station Area Transit Overlay Development District

- Mixed Use Special Transit District, Lower Merion Township
- Transit Districts, Tredyffrin Township
- TOD District Zoning Ordinances

Transit-Oriented Development Districts

- Traditional Neighborhood Development Overlay Districts, Cranberry Township
- Uptown Transportation Development District, Downingtown Borough
- Model Zoning Ordinance

Access Management – Model Ordinances for Pennsylvania Municipalities Handbook

- Sound Land Use Planning For Your Community: Model Ordinance Language for Addressing Traffic Noise

Subdivision and Land Development Ordinance (SALDO)

- Allegheny County SALDO
- Delaware County SALDO
- Tredyffrin Township SALDO
- West Bradford Township SALDO
- West Caln Township SALDO



Funding + Implementation



Government Officials

Funding + Implementation provides creative funding solutions for your community through both public and private investment.

Funding is one of the most crucial and most challenging elements of a TOD project. TOD can be funded through a number of strategic methods, including both public and private funds.

This tool is designed to introduce a number of tactical funding methods for your toolkit, giving the flexibility to decide what the best fit is for your community. Additional funding methods for infrastructure and community development can be found at www.newpa.com. Funding may also be available through your regional planning commission and your county government.



Source: Michigan Complete Streets



Funding + Implementation

Transit Revitalization Investment District (TRID)

Transit Revitalization Investment Districts (TRID) are the result of legislation that provides funding for TOD. TRIDS are a specified district with district boundaries that use value capture to fund improvements. TRIDS provide funding for capital investments surrounding TOD development, including enhancing infrastructure development to support public transit. The key to a successful TRID is ensuring the funding that is involved in the process outlined below.

Planning Phase

- Municipality and transit agency agree to work cooperatively to create a TRID.
- Municipality undertakes **TRID Planning Study** to determine location, boundaries, and rationale.
- Municipality and transit agency conduct community public meetings on planning study.
- TRID Planning Study is revised and completed.
- Municipality and transit agency accept TRID Planning Study's findings and recommendations.

Program Management Phase

- Municipality forms **Management Entity** (e.g., an Authority) to administer TRID implementation.
- Municipality and transit agency prepare project lists of **public sector infrastructure improvements**, including costs, phasing, and maintenance.
- Municipality and transit agency coordinate with the school district and county on **value capture shares**, schedule, and **TRID Financial Plan**.
- Municipality and transit agency hold public meeting on **TRID Implementation Program** improvements.
- Municipality and transit agency execute **TRID Agreement** on roles, responsibilities, financial commitments, management entity, and defined improvements.

Implementation Phase

- TRID Management Entity solicits **developer** interest.
- Development proposal accepted by **TRID Management Entity** and municipality.
- TRID Management Entity executes **TRID Development Agreement** with successful developer, including public sector infrastructure improvements and **private sector financial or project commitments**.
- Project construction and completion.
- TRID Management Entity administers value capture revenues and expenditures in accordance with approved implementation program.
- Amendments to TRID Agreement or TRID Plan, as required.

Source: http://ctod.org/ra/2010_Inventory_of_State_Regional_Local_TOD_Programs.pdf



Funding + Implementation

Tax Increment Financing (TIF)

Tax Increment Financing (TIF) leverages property taxes of real estate within an area set for redevelopment for a set period of time up to 20 years. TIFs allow property taxes to remain the same as property values increase as a result of redevelopment. TIFs can be a great way for communities to finance revitalization in areas that have seen a decline and would be a good fit for TOD.

Steps to Tax Increment Financing

- A written narrative and site plan of the proposed development is prepared.
- If not in a Blight Designated area, a Basic Conditions Report for the proposed development is prepared to obtain blight designation pursuant to the Urban Redevelopment Law (URL).
- The county, governing bodies of the affected areas and school districts enter into non-binding resolutions of intent designating the individuals or group charged with administering TIF funds (i.e., TIF Committee).
- A TIF Plan is prepared
- The taxing bodies by ordinance or resolution agree to participate in or opt out of the TIF district.
- The governing body holds a public hearing to allow interested parties to express their views on the concept TIF.
- The governing body adopts the TIF district creation which accomplishes the following:
 - Describes the boundaries of the TIF district
 - Creates the TIF district as of a given date
 - Assigns a name to the TIF district
 - Contains findings in accordance with the TIF Act
 - Creates an issuance of debt.
 - Annual reports are provided by the developer.

Source: "Allegheny County Tax Increment Financing Program Guidelines," Allegheny County Economic Development Redevelopment Authority of Allegheny County.

Funding + Implementation

Business Improvement District (BID)



A Business Improvement District (BID) is a defined district within which businesses pay an additional tax or fee in order to fund services and/or improvements. BIDs can fund street cleaning and security services and support the construction of pedestrian and streetscape enhancements. The services provided by BIDs are supplemental to those already provided by the municipality.

BIDs have been an overwhelmingly positive influence in many Pennsylvania communities. By leveraging the funds generated from a BID, municipalities can work with the businesses to implement specific TOD improvements designed to generate activity and promote multi-modal transportation.

BIDs within communities in Pennsylvania include:

- Bryn Mawr
- Center City District (Philadelphia)
- Cheltenham
- King of Prussia
- Mount Airy
- Oakland (Pittsburgh)
- Steinwehr (Gettysburg)
- West Chester
- York



Upper Merion Residents Enjoy a Concert Sponsored by the King of Prussia BID (Source: King of Prussia District)



Funding + Implementation

Pennsylvania Infrastructure Bank (PIB)

The Pennsylvania Infrastructure Bank (PIB) is operated by the Pennsylvania Department of Transportation (PennDOT) and provides low-interest loans for the design, engineering, right-of-way and repair, reconstruction, and construction of transportation projects. Transportation projects that are qualified for PIB financing must also be eligible for PennDOT funding, federal funding, or liquid fuel expenditures and eligible borrowers include cities, townships, boroughs, counties, school districts, transportation authorities, economic development agencies, airports, railroads, and private-for-profit and not-for-profit corporations.

All loans are secured through a variety of sources:

- Municipalities typically pledge future liquid fuel allocations
- Authorities often use escrows with dedicated revenue streams
- Private borrowers typically use irrevocable standby letters of credit or loan guarantees from local governments that are secured by liquid fuel allocation pledges or other tax revenue

The interest rate is a fixed-rate at one-half prime and is set upon receipt of the loan application, with the maximum loan term as 10 years.

Some applicable provisions for the loan include:

- The Americans with Disabilities Act (ADA)
- The Local Government Unit Debt Act (LGUDA)
- Restrictions on use of funds for lobbying activities pursuant to Title 31 U.S.C. Section 1352
- Auditing pursuant to the Single Audit Act, 31 U.S.C 7501
- Applicable municipal rules and regulations

Funding + Implementation

Small Business Loans



Small business loans provide much needed capital to local businesses. Loans may help support businesses that want to be part of TOD, and help retain existing businesses.

The information provided here is a summary of three loan categories that the U.S. Small Business Association (SBA) supports. Visit www.sba.gov for more information on the business-specific small business loans outlined here, including detailed assistance in beginning the application process.

7(a) Loan Program

This loan program offers assistance that is specific to a business's operations. These operations include: rural businesses, export business, and businesses that have been impacted by NAFTA.

Microloan Program

The SBA operates Microloans through a number of non-profit lenders. These intermediary agencies monitor the loan and also provide technical assistance to loan grantees. This loan is available to small businesses and also not-for-profit childcare centers.

Disaster Loans

This loan, as the name implies, is available for all small business entities – both public and private – for damage incurred in a declared disaster.



Funding + Implementation

Local Economic Revitalization Tax Assistance (LERTA)

The Local Economic Revitalization Tax Assistance (LERTA) Act, Act 76 of 1977, P.L. 237; 72 P.S. § 4722, is a creative way to implement strategic financial opportunities for older communities that desire property owner driven revitalization. Many Pennsylvania municipalities have developed a LERTA program for their communities to encourage this beneficial reinvestment. Municipalities that have LERTA grant property owners a tax incentive to improve their properties within an area designated for revitalization.

While the specific terms of the tax abatement is decided at the local level, the state enabling legislation allows municipalities to exempt the value of all improvements made to a property from local taxes for a certain period of time not to exceed ten years. Unlike other tax abatement programs, properties still pay a local tax but do not see any increase in local taxes based upon the value of renovations made to the property within the LERTA boundary.

By not immediately taxing the property owner on improvements made, the municipality is giving the property owner the opportunity to recuperate money used for revitalization and to invest more money into further renovations and improvements. LERTA is particularly helpful to communities that may not have funding for an entire TOD project, as this is a small step to help incentivize property owners to begin the process of preparing an area for TOD through revitalization.

Funding + Implementation

Main + Elm Street Programs



Main Street Program

The Main Street Program is a national program designed to provide funding to revitalize Main Streets across the country. This program emphasizes historic preservation, economic revitalization, and improving a community's appearance. Widely successful, the Main Street Program focuses on a "Four-Point Approach" to achieve success.

The four points are:

- **Organization** – focusing all involved to be oriented towards the same goal
- **Promotion** – creating an image that will attract business and people to your community
- **Design** – focusing on a welcoming, appealing, and visually enhancing atmosphere
- **Economic Restructuring** – creating economic diversity among existing and new retail to attract people to your community

In Pennsylvania, Pennsylvania Downtown Center is the primary resource for Main Street information. Currently, 129 Pennsylvania communities are taking advantage of the Main Street program. Through the Main Street Grant, many communities are rebuilding downtowns and achieving economic prosperity. The eight principles of the Main Street Program directly relate to TOD and this can be a great tool for a community looking for funding opportunities and incentives.



Pennsylvania
Downtown
Center

Source: Pennsylvania Downtown Center

Pennsylvania Downtown Center and the Main Street Program national website offer excellent ways to get started with the Main Street program.

Elm Street Program

The Elm Street Program, much like the Main Street Program, focuses on community revitalization. While Main Street focuses upon downtown revitalization, Elm Street focuses on neighborhood revitalization. Like Main Street's four-step approach, Elm Street has a five-step approach focusing on many similar aspects such as design and community-oriented goals.

Pennsylvania currently has 44 Elm Street communities through the Pennsylvania Downtown Center. Many of these communities are also Main Street communities. By focusing attention to both programs, your community can better plan for TOD. Along with funding the design of neighborhood aspects of your community, the Elm Street program can help generate revenues that can be devoted to transportation development projects and TOD.



Source: National Trust for Historic Preservation

Funding + Implementation

New Tax Abatement



To encourage economic development, tax abatement provides local property tax relief to new businesses. Businesses may have their taxes deferred or have property taxes phased-in over a span of several years. This allows new businesses extra cash flow to establish and solidify their operation.

Many communities within Pennsylvania are taking advantage of tax abatement for businesses. Granting businesses abatement gives a community a competitive edge in attracting new businesses and stimulating economic growth. Tax abatement can be a small start to TOD funding solutions. Once your community has developed a TOD, tax abatement can also be used as a critical funding policy that will bring business to your TOD.

Here are three examples of tax abatement programs already working in Pennsylvania:

- **Allegheny County Tax Abatement Programs** are listed and provide good examples, including links to forms, and explanations of various tax abatement programs offered.
- **Greene County Tax Abatement Program** provides a checklist and a link to its application as good examples of how your community can begin a tax abatement program.
- **The County of Fulton's Tax Abatement System** is a good example of an incrementally increasing tax abatement that increases over 6 years.



Case Studies



Community Members

Case Studies provide examples of how TOD has been successfully implemented nationally.

Every community is unique, but often the barriers to TOD faced are common in other communities. Take a few minutes to explore the case studies below to learn how TOD's have been implemented in other places.

The case studies are arranged in order of four topics.

Topics include:

- Historic
- Site Identification
- Bus TOD
- Brownfield



Case Studies

Historic

Bryn Mawr, Pennsylvania

<http://brynmawrpa.org/>

Bryn Mawr is an excellent example of an Historic TOD. Located along the historic Main Line rail line, today's Amtrak Keystone Corridor, Bryn Mawr had the infrastructure in place to create development around transit. By implementing TOD-supportive principles and policies and utilizing Transit Revitalization Investment District (TRID) funding, Bryn Mawr has made itself ready for TOD. Today, Bryn Mawr is focusing on planning studies and also focusing money generated from the TRID to its train station. Bryn Mawr is proving that historic communities, especially ones along rail lines, are built for transit.

Overview

- In 2006, the Bryn Mawr Master Plan incorporated TOD-supportive principles and policies and included recommendations for TOD overlay zoning and TRID as a key funding strategy.
- In 2008, a zoning overhaul provided the framework for TRID planning.
- The proposed TRID is focused on the area surrounding Bryn Mawr Station on the Southeastern Pennsylvania Transportation Authority (SEPTA) Paoli/Thorndale Rail Line.
- In 2009, a TRID Financing Plan was completed.
- In addition to planning for new development, proceeds from the TRID are proposed to be dedicated to building structured parking and streetscape enhancements. SEPTA's portion of the TRID revenue is proposed for station maintenance and levels of service expansion.



Source: brynmawrpa.org

Funding

- Land Use Planning and Technical Assistance Program (LUPTAP) grant for the Bryn Mawr Master Plan
- \$100,000 Transportation and Community Development Initiative (TCDI) grant for TRID Financing Plan

Outcomes to Date

- Planning studies and TOD-supportive zoning in place.

Remaining Challenges

- Negotiations for agreements with the taxing entities are stalled due to a challenging financial environment.
- Questions remain about whether development would occur in the absence of a TRID.



Case Studies

Historic

Rosslyn-Ballston Corridor, Arlington, Virginia

<http://www.co.arlington.va.us/default.aspx>

Much like the Bryn Mawr case in Pennsylvania, this case study revolves around a high traveled, historic transit line, the Washington Metro. This TOD is 40 years in the making and is a great national example of an historic area being built for TOD.

Overview

- The Rosslyn-Ballston Corridor consists of five stops along the Washington Metro transit line. Over the past four decades, high-density TOD has been encouraged around these five stops.

Outcomes to Date

- Over 21 million square feet of office, retail, and commercial space built.
- More than 3,000 hotel rooms built.
- Approximately 25,000 residences built.
- Transit ridership has consistently risen throughout the corridor:

Year	Ridership	Percent Increase
1980	28,500	-
1990	33,800	19%
2000	37,300	10%
2011	45,000	21%
Total Percent Increase		58%



Source: EPA Smart Growth



Source: silverspringdowntown.com

Silver Spring, Maryland

<http://www.silverspringdowntown.com/>

Silver Spring is another excellent example of an historic TOD site. As this suburb of Washington, D.C. saw the decline of its economy, it decided to revitalize its downtown. Realizing that it already had the infrastructure in place for TOD, as many historic towns do, Silver Springs embarked on a highly successful journey to revitalization of an historic TOD.

Overview

- Silver Spring, similar to other older suburban centers in the 1960s, experienced a general decline in downtown business following the opening of a nearby auto-oriented retail center.
- In 1978, a new Washington Metro transit line station helped revitalize the downtown by spurring the outdoor shopping center “Downtown Silver Spring” and other development centered on the public transportation asset.

Outcomes to Date

- PBS documentary entitled, “Silver Spring: Story of an American Suburb” released.
- Discovery Communications corporate headquarters constructed in downtown.
- 1,225 new residential units built downtown in the last five years.
- 1,325 new residential apartments and condominiums under construction downtown.



Case Studies

Bus TOD

East Liberty, Pittsburgh, Pennsylvania

<http://www.eastliberty.org/>

TOD does not have to be oriented around rail transit and East Liberty is proving that with its TOD. East Liberty is currently served by bus rapid transit (BRT) and is using this mode of transportation as the foundation for its TOD. Today, the Port Authority of Allegheny County transportation system operates 26 different bus routes throughout the East Liberty TOD.

Overview

- East Liberty is an urban mixed-use neighborhood in Pittsburgh's East End.
- The neighborhood is served by the East Busway, which is a BRT system that carries several bus lines between the suburbs and downtown Pittsburgh.
- A Transit Revitalization Investment District (TRID) was selected versus a Tax Increment Financing (TIF) because all land within a ½ mile radius could be included and a higher value-capture amount of approximately \$2 million could be generated.



Source: East Liberty Facebook

Funding

- East Liberty Development Inc. (ELDI) has raised \$40 million from federal, state, and institutional sources.
- ELDI awarded a \$75,000 grant for a TRID Planning Study.

Outcomes to Date

- Significant redevelopment is already underway, including the new East Liberty Target store.
- A TRID Planning Study was performed by Pittsburgh City Planning Commission, detailing areas that would be available for future investment, including the station area of the TOD.
- 28 major development projects, including housing and retail, have been completed from 1999-2010.
- Infrastructure changes have been completed including bicycle lanes and one-way to two-way conversions.
- Multiple major mixed-income developments have been built, including most recently the LEED Gold East Liberty Place North.

Remaining Challenges

- Many proposed infrastructure and neighborhood improvements are currently unfunded or underfunded, as listed in the East Liberties TRID Planning Study.



Case Studies

Bus TOD

The Quad Cities

<http://www.visitquadcities.com/>

The Quad Cities consists of six cities, two in Iowa and four in Illinois. These cities were linked by bus transportation and also provided bus transportation to Chicago. By realizing that TOD did not have to be confined to municipal or state limits, a TOD was created to cover the entire expanse of the cities. This bus TOD was so successful that it inspired a rail system between the Quad Cities to be reinstated in 2014.

Overview

- The Quad Cities is made up of the riverfront cities of Davenport and Bettendorf in Iowa, and Moline, East Moline, Silvis, and Rock Island in Illinois.
- The Rock Island County Metropolitan Mass Transit District (MetroLINK), along with the City of Moline and Renew Moline, engaged a consultant team in March 2009 to prepare a conceptual TOD study of the area surrounding MetroLINK's Centre Station facility in Downtown Moline. The study also includes a conceptual plan of a new intermodal transit center.
- Centre Station currently serves as a major regional bus transfer station and terminal.



Source: visitquadcities.com

Outcomes to Date

- A new Amtrak Rail Station is proposed for 2014, re-establishing passenger rail service to the Quad Cities communities that has not been available since 1978. Up to 110,000 passengers are projected to use the twice daily service to and from Chicago.
- With the Amtrak Station site located close to activity generators such as the iWireless Center, John Deere Commons, specialty shopping and dining, municipal and civic facilities, and riverfront trails, TOD is viewed as an effective strategy to improve transit accessibility and continue the revitalization of the historic center of Moline.



Case Studies

Bus TOD

Mockingbird Station, Dallas, Texas

<http://www.mockingbirdstation.com/>

Mockingbird Station is a great example of a multi-modal transit station. Built around a busy Dallas economic hub, this station not only supports a rapid transit rail line, but also supports buses. Many bus transit centers are already operating in an economic hub, much like Mockingbird Station. Capitalizing on existing economic and transit hubs in a community is a great way to create a successful TOD.

Overview

- Opened in 2001, Mockingbird Station, located along the Dallas Area Rapid Transit (DART) system, was the first TOD project in the state of Texas.
- Mockingbird Station offers connections to bus, taxi, and shuttle service in addition to rail and bus service.
- The 10-acre urban village surrounding the station was privately planned and developed for approximately \$105 million.

Outcomes to Date

- Mockingbird Station has the highest density population within three miles of any mass transit station in Texas.
- The TOD includes 216 loft apartments, approximately 178,000 square feet of retail, restaurant, and cinema space, and approximately 140,000 square feet of office space.
- Parking for 1,580 cars is mostly located in an underground garage.



Source: mockingbirdstation.com



Source: [marcushookboro.com](http://www.marcushookboro.com)

Marcus Hook, Pennsylvania

<http://www.marcushookboro.com/>

Many communities have underutilized property. In the case of Marcus Hook, this property was owned by the Borough. Instead of selling the land or allowing it to continue as underutilized, the Marcus Hook community designated the land as a site for TOD and successfully turned it into a community asset.

Overview

- In 2002, the Marcus Hook Comprehensive Plan identified underutilized Borough-owned property located adjacent to the Marcus Hook Southeastern Pennsylvania Transportation Authority (SEPTA) train station and near the Central Business District as a key parcel for TOD.
- In 2005, the Borough partnered with the Pennsylvania Environmental Council (PEC) to prepare a TOD plan identifying residential and commercial development markets and station access improvements. The plan's design concepts were presented as a marketing brochure promoting TOD to prospective developers, the community, and funding agencies.
- In 2005, TOD-supportive modifications to the Marcus Hook Zoning Ordinance were completed.
- In 2009, the Transit Revitalization investment District (TRID) Financing Plan was formally endorsed.

Funding

- Community Development Block Grant (CDBG) for Comprehensive Plan and Zoning Ordinance Update
- \$68,000 Transportation and Community Development Initiative (TCDI) grant for TOD plan
- \$60,000 Land Use Planning and Technical Assistance Program (LUPTAP) grant for TRID Financing Plan
- \$25,000 local match for TRID Financing Plan
- \$50,000 DVRPC grant to finalize TRID Financing Plan

Outcomes to Date

- Borough, County, and Chichester School District agreed on a value capture rate.
- SEPTA recognized the need to upgrade the train station.
- Transportation enhancement projects are evolving to improve accessibility to the train station and revitalize the Central Business District.

Remaining Challenges

- 40% of the funding for Phase 1 of improvements must come from outside sources.



Westfield Station, Westfield, New Jersey

<http://www.westfieldtoday.com/>

The Westfield Station has close access to both New York City and Newark, New Jersey and offered a strategic location for a TOD.

Like Westfield, many smaller Pennsylvania communities link people to larger economic hubs. Your community may be in a strategic location to build a TOD where people can use public transportation to access larger areas, while still being able to live in your community.

Overview

- The Westfield station is a stop on New Jersey Transit's Raritan Valley Line.
- The station is located in Westfield's historic downtown.
- One-way travel time to/from New York's Penn Station is 50 minutes and one-way travel time to/from Newark is 20 minutes.



Source: jazzvillenj.com

Outcomes to Date

- Over 40 restaurants, 200 retail establishments, and 400 commercial enterprises surround the Westfield station.



Case Studies

Brownfield

Station Square, Pennbrook Station, Lansdale Borough, and Upper Gwynedd Township

<http://www.livestationsquare.com/>

If your community has an old industrial site, it may be the perfect candidate for TOD. The Station Square TOD was once known as the North Penn EPA superfund site. Through rehabilitation and careful TOD design, Station Square is now a thriving and lush TOD community.

Today, Station Square features mixed uses of office, residential, and commercial space for community members. Located directly next to Pennbrook Station along the historic Southeastern Pennsylvania Transportation Authority's (SEPTA) R5 Lansdale/Doylestown Rail Line, community members enjoy convenient access to Philadelphia. Station Square provides a prosperous example of a brownfield site being transformed into a TOD.



Source: www.bing.com

Overview

- Station Square is a 35-acre TOD located adjacent to the Pennbrook Station on Church Street in Upper Gwynedd Township, on the former Ford Electrics Plant Superfund site.
- Station Square consists of a mix of residential, retail, office, parking and public green spaces within several blocks of the station.

Funding

- Private funding from Dewey Commercial Investors and Dewey Homes
- Brownfield cleanup mostly funded by Ford Motor Company

Outcomes to Date

- A TOD overlay district was implemented to realize the mixed-use project, envisioned by the developer and municipalities.
- 346 apartments and 49,000 square feet of commercial space built.

Remaining Challenges

- There are no remaining challenges as the site is being developed and leased.



Case Studies

Brownfield

Harrison, New Jersey

<http://www.townofharrison.com>

Harrison, New Jersey was an industrial powerhouse for the first half of the twentieth century. As industries began to relocate, this town saw a decline, particularly at its waterfront, leaving large expanses of brownfield. During the 1990's and early 2000's, Harrison strategically planned to clean up the hazardous sites and replace them with TOD.

Harrison focused new development around the Harrison Train Station located on the Port Authority Trans-Hudson's (PATH) rail line. Today, the development has completed a portion of the large-scale TOD that is planned. Thus far, the development has received high praises for its innovative incorporation of TOD on former contaminated brownfield sites.



Source: www.newjerseyfuture.org

Overview

- In the mid-1990's, Harrison began planning for hazardous industrial site clean-up in cooperation with the New Jersey Institute of Technology.
- With the incorporation of a comprehensive redevelopment plan, a design was created for the brownfield site that featured TOD.
- Through focusing on grid streets, ample pedestrian accommodations, and centering development on the Harrison Station along the PATH rail line, this TOD was planned very carefully to support transit design.

Outcomes to Date

- The first phase of development was successfully completed, which included 275 residential units and 15,000 square feet of retail space.
- Future plans for the TOD include major renovations to the Harrison Station, including new pedestrian paths and accommodations.
- Development for a hotel, 2,600 new residencies, and significant retail space are also planned for this TOD as future phases.



Partners + Initiatives



Community Members

Partners + Initiatives is a tool that will help connect you to some strategic partners in your county. These partners can help you begin the dialogue of building + designing with transit in mind in your own community.

Several local and regional organizations are available to partner with municipalities to help develop, guide, and/or provide funding for TOD initiatives.

Pennsylvania county contact information for:

- Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO)
- County Planning Commission or Department
- PennDOT District Office
- Transit Agencies (Only Transit Agencies relevant to TODs (i.e. fixed route service providers) are listed. Para-transit, tour buses, and on-demand service providers are not listed.)

Statewide Organizations

- Pennsylvania Public Transit Association (PPTA)
- PennDOT Bureau of Public Transportation
- 10,000 Friends of Pennsylvania
- PA State Association of Boroughs (PSAB)
- PA State Association of Township Supervisors (PSATS)
- County Commissioners Association of PA (CCAP)

National Organizations

- Center for Transit Oriented Development (CTOD)
- Reconnecting America
- Lincoln Institute of Land Policy

ADAMS

Transit Agency: rabbitransit – Freedom Transit Line
257 North 4th Street | Gettysburg, PA 17325
(717) 337-1345 | (800) 830-6473 | <http://www.ridethetrolley.com/index.html>

Local RPO: The Adams County Transportation Planning Organization (ACTPO)
19 Baltimore Street, Suite 101 | Gettysburg, PA 17325
(717) 337-9824 | www.adamscounty.us/CountyOffices/Administrative/PlanningDevelopment.aspx

County: Adams County Office of Planning and Development
19 Baltimore Street, Suite 101 | Gettysburg, PA 17325
(717) 337-9824

PennDOT District 8
2140 Herr Street | Harrisburg, PA 17103
(717) 787-6653

ALLEGHENY

Transit Agency: Port Authority
Heinz 57 Center | 345 Sixth Avenue, Third Floor | Pittsburgh, PA 15222
(412) 566-5000 | www.portauthority.org/paac/default.aspx

Mid-Mon Transportation Authority
1300 McKean Avenue | Charleroi, PA 15022
(724) 489-0880 | <http://www.mmvta.com/>

Local MPO: Southwestern Pennsylvania Commission
425 Sixth Avenue, Suite 2500 | Pittsburgh, PA 15219
(412) 391-5590 | www.spcregion.org/

County: Allegheny County
425 Sixth Avenue | Suite 800 | Pittsburgh, PA 15219
(412) 350-1030 | <http://economic.alleghenycounty.us/planning/planning.aspx>

PennDOT District 11B
45 Thoms Run Road | Bridgeville, PA 15017
(412) 429-5000

ARMSTRONG

Transit Agency: Town & Country Transit
220 North Grant Avenue | Kittanning, PA 16201
(724) 548-8696 | <http://www.tandctransit.com/>
Port Authority of Allegheny County
Heinz 57 Center | 345 Sixth Avenue, Third Floor | Pittsburgh, PA 15222
(412) 566-5000 | www.portauthority.org/paac/default.aspx

Local MPO: Southwestern Pennsylvania Commission
425 Sixth Avenue, Suite 2500 | Pittsburgh, PA 15219
(412) 391-5590 | www.spcregion.org/

County: Armstrong County
402 Market Street | Kittanning, PA 16201
(724) 548-3223 | <http://www.co.armstrong.pa.us/services/planning>

PennDOT District 10
2550 Oakland Avenue | P.O. Box 429 | Indiana, PA 15701
(724) 357-2800

BEAVER

Transit Agency: Beaver County Transit Authority
200 West Washington Street | Rochester, PA 15074
(724) 728-8600 | www.bcta.com/

Port Authority of Allegheny County
Heinz 57 Center | 345 Sixth Avenue, Third Floor | Pittsburgh, PA 15222
(412) 566-5000 | www.portauthority.org/paac/default.aspx

Local MPO: Southwestern Pennsylvania Commission
425 Sixth Avenue, Suite 2500 | Pittsburgh, PA 15219-1819
(412) 391-5590 | www.spcregion.org/

County: Beaver County
810 Third Street | Beaver, PA 15009
<http://www.beavercountypa.gov/planning-commission>

PennDOT District 11
45 Thoms Run Road | Bridgeville, PA 15017
(412) 429-5000

BEDFORD

Local RPO: Southern Alleghenies Planning and Development Commission
3 Sheraton Drive | Altoona, PA 16601
(814) 949-6500 | www.sapdc.org/

County: Bedford County
200 S. Juliana Street | Bedford, PA 15522
(814) 623-4827 | <http://www.bedfordcountypa.org/pages/planning.aspx>

PennDOT District 9
1620 North Juniata Street | Hollidaysburg, PA 16648
(814) 696-7250

BERKS

Transit Agency: Berks Area Reading Transportation Authority
1700 North Eleventh Street | Reading, PA 19604
(610) 921-0601 | <http://www.bartabus.com/>

Local MPO: Reading Area Transportation Study
633 Court Street, 14th Floor | Reading, PA 19601
(610) 478-6300 | <http://www.co.berks.pa.us/Dept/Planning/Pages/ReadingAreaTransportationStudy-2012.aspx>

County: Berks County Planning Commission
633 Court Street, 14th Floor | Reading, PA 19601
(610) 478-6300 | <http://www.co.berks.pa.us/planning>

PennDOT District 5
1002 Hamilton Street | Allentown, PA 18101
(610) 871-4100

BLAIR

Transit Agency: Altoona Metro Transit (AMTRAN)
3301 Fifth Avenue | Altoona, PA 16602
(814) 944-4074 | www.amtran.org

Local MPO: Blair County Planning Commission
Valley View Home Wing E | 301 Valley View Boulevard, East Wing | Altoona, PA 16602
(814) 940-5978 | <http://blair.pacounties.org/planning/Pages/WelcomeToBCPC.aspx>

County
Same as MPO

PennDOT District 9
1620 North Juniata Street | Hollidaysburg, PA 16648
(814) 696-7250

BRADFORD

Transit Agency: Endless Mountains Transportation Authority
27824 Route 220 | Athens, PA 18810
(570) 888-7330 | <http://emtatransit.com/>

Local RPO: Northern Tier Regional Planning and Development Commission
312 Main Street | Towanda, PA 18848
(888) 868-8800 | www.northerntier.org/

County: Bradford County
301 Main Street | Towanda, PA 18848
(570) 265-1727 | <http://www.bradfordcountypa.org/Boards-Committees/Planning-Commission.asp>

PennDOT District 3
715 Jordan Avenue | P.O. Box 218 | Montoursville, PA 17754
(877) 723-6830

BUCKS

Transit Agency: Southeastern PA Transportation Authority
1234 Market Street | Philadelphia, PA 19107
(215) 580-7800 | www.septa.org

Bucks County TMA
Seven Nashaminy Interplex Suite 103 | Treose, PA 19053
(215) 244-9082 | www.bctma.com/

Local MPO: Delaware Valley Regional Planning Commission
190 North Independence Mall West | 8th Floor | Philadelphia, PA 19106
(215) 592-1800 | www.dvrpc.org

County: Bucks County Planning Commission
55 East Court Street | Doylestown, PA 18901
(215) 348-6000 | www.buckscounty.org/government/departments/CommunityServices/PlanningCommission/

PennDOT District 6
7000 Geerdes Boulevard | King of Prussia, PA 19406
(610) 205-6660

CAMBRIA

Transit Agency: Cambria County Transit Authority
726 Central Avenue | Johnstown, PA 15902
Urban Division: (814) 535-5526 | Rural Division: (800) 252-3889 | www.camtranbus.com/

Local MPO: Cambria County Planning Commission
401 Candlelight Drive, Suite 213 | Ebensburg, PA 15931
(814) 472-2106 | www.co.cambria.pa.us/CCPC
Johnstown Area Transportation Study (JATS MPO)
www.co.cambria.pa.us/CCPC/Pages/Home.aspx

County
Same as MPO

PennDOT District 9
1620 North Juniata Street | Holidaysburg, PA
(814) 696-7250

BUTLER

Transit Agency: Butler Transit Authority
130 Hollywood Drive, Suite 102 | Butler, PA 16001
(724) 283-0445 | <http://butlertransitauthority.com/>

Port Authority of Allegheny County
Heinz 57 Center | 345 Sixth Avenue, Third Floor | Pittsburgh, PA 15222
(412) 566-5000 | www.portauthority.org/paac/default.aspx

Local MPO: Southwestern Pennsylvania Commission
425 Sixth Avenue, Suite 2500 | Pittsburgh, PA 15219
(412) 391-5590 | www.spcregion.org/

County
Fifth Floor, County Government Center | 124 West Diamond Street | P.O. Box 1208 | Butler, PA 16003
(724) 284-5300 | <http://www.co.butler.pa.us/butler/cwp/view.asp?a=1486&q=571770>

PennDOT District 11
45 Thoms Run Road | Bridgeville, PA 15701
(412) 429-5000

CAMERON

Transit Agency: Area Transportation Authority of North Central PA
44 Transportation Center | Johnsonburg, PA 15845
(866) 282-4968 | <http://www.rideata.net/>

Local RPO: North Central Pennsylvania Regional Planning and Development Commission
651 Montmorenci Road | Ridgway, PA 15853
(814) 773-3162 | www.ncentral.com/

County: Cameron County Planning Commission
20 East 5th Street | Emporium, PA 15834
(814) 486-9322 | http://www.cameroncountypa.com/Cameron_County_Planning_Commission.htm

PennDOT District 2
1924 Daisy Street, P.O. Box 342 | Clearfield County, PA 16830
(814) 765-0400

CARBON

Transit Agency: Carbon County c/o LANTA
1060 Lehigh Street | Allentown, PA 18103
610-435-4517 | www.lantabus.com
Local RPO: Northeastern Pennsylvania Alliance
1151 Oak Street | Pittston, PA 18640
(570) 655-5581 | www.nepa-alliance.org/

County: Carbon County Planning Commission
P. O. Box 210 | Jim Thorpe, PA 18229
(570) 325-3671 | www.carboncounty.com/planning.htm

PennDOT District 5
1002 Hamilton Street | Allentown, PA 18101
(610) 871-4100

CENTRE

Transit Agency: Centre Area Transportation Authority
2081 West Whitehall Road | State College, PA 16801
(814) 238-CATA (2282) | www.catabus.com/

Local MPO: Centre Regional Planning Commission
2643 Gateway Drive, Suite #4 | State College, PA 16801
(814) 231-3050 | www.crcog.net/

County: Centre County Planning and Community Development Office
Willowbank County Office Building | 420 Holmes Street | Bellefonte PA 16823
(814) 355-6791 | www.co.centre.pa.us/151.asp

PennDOT District 2
1924 Daisy Street, P.O. Box 342 | Clearfield County, PA 16830
(814) 765-0400

CHESTER

Transit Agency: Southeastern PA Transportation Authority
1234 Market Street | Philadelphia, PA 19107
(215) 580-7800 | www.septa.org

The Greater Valley Forge TMA
1012 West Eighth Avenue, Suite A | King of Prussia, PA 19406
(610) 354-8899 | www.gvftma.com/

Transportation Management Association of Chester County
7 Great Valley Parkway, Suite 144, Great Valley Corporate Center | Malvern, PA 19355
(610) 993-0911 | <http://www.tmacc.org/>

Local MPO: Delaware Valley Regional Planning Commission
190 North Independence Mall West | 8th Floor | Philadelphia, PA 19106
(215) 592-1800 | www.dvrpc.org

County: Chester County Planning Commission
601 Westtown Road, Suite 270 | P.O. Box 2747 | West Chester, PA 19380
(610) 344-6285 | <http://www.chesco.org/planning/site/default.asp>

PennDOT District 6
7000 Geerdes Boulevard | King of Prussia, PA 19406 | (610) 205-6660

CLARION

Transit Agency: Area Transportation Authority of North Central PA
44 Transportation Center | Johnsonburg, PA 15845
(866) 282-4968 | <http://www.rideata.net/>

Local RPO: Northwest Pennsylvania Regional Planning and Development Commission
395 Seneca Street | PO Box 1127 | Oil City, PA 16301
(814) 677-4800 | www.nwcommission.org/

County: Clarion County Transportation
330 Main Street, Room 12 | Clarion, PA 16124
(814) 226-4000 ext. 2801 | www.co.clarion.pa.us/government/planning-department.html

PennDOT District 10
2550 Oakland Avenue | P.O. Box 429 | Indiana, PA 15701
(724) 357-2800

CLEARFIELD

Transit Agency: Area Transportation Authority of North Central PA
44 Transportation Center | Johnsonburg, PA 15845
(866) 282-4968 | <http://www.rideata.net/>

DuFAST Transit
178 Spider Lake Road | DuBois, PA 15801
(814) 371-3940 | www.dufast.com/

Local RPO: North Central Pennsylvania Regional Planning and Development Commission
651 Montmorenci Road | Ridgway, PA 15853
(814) 773-3162 | www.ncentral.com/

County: Clearfield County Planning Department, Clearfield County Administrative Offices
212 East Locust Street, Suite 128 | Clearfield, PA 16830
(814) 765-5149 | <http://www.planning.clearfieldco.org/>

PennDOT District 2
1924 Daisy Street, P.O. Box 342 | Clearfield County, PA 16830
(814) 765-0400

COLUMBIA

Local RPO: SEDA-COG
201 Furnace Road | Lewisburg, PA 17837
(570) 524-4491 | www.seda-cog.org/Pages/Home.aspx

County: Commissioners' Office of Planning and Development
26 West First Street | Bloomsburg, PA 17815
(570) 389-9146 | <http://www.columbiapa.org/planning/index.php>

PennDOT District 3
715 Jordan Avenue | P.O. Box 218 | Montoursville, PA 17754
(877) 723-6830

CLINTON

Local RPO: SEDA-COG
201 Furnace Road | Lewisburg, PA 17837
(570) 524-4491 | www.seda-cog.org/Pages/Home.aspx

County: Clinton County Planning Commission
232 E Main Street | Lock Haven, PA 17745
(570) 893-4080 | http://www.clintoncountypa.com/departments/county_departments/planning/

PennDOT District 2 and 3
District 2
1924 Daisy Street, P.O. Box 342 | Clearfield County, PA 16830
(814) 765-0400

District 3
715 Jordan Avenue | P.O. Box 218 | Montoursville, Lycoming County, PA 17754
(877) 723-6830

CRAWFORD

Transit Agency: Crawford Area Transportation Authority
231 Chestnut Street, Suite 210 | Meadville, PA 16335
(814) 336-560 | www.catabus.org/

Local RPO: Northwest Pennsylvania Regional Planning and Development Commission
395 Seneca Street | PO Box 1127 | Oil City, PA 16301
(814) 677-4800 | www.nwcommission.org/

County
903 Diamond Park | Courthouse 3rd Floor | Meadville, PA 16335
(814) 333-7341 | www.crawfordcountypa.net

PennDOT District 1
255 Elm Street | P.O. Box 398 | Oil City, PA 16301
(814) 678-7015

CUMBERLAND

Transit Agency: Capital Area Transit
901 North Cameron Street | P.O. Box 1571 | Harrisburg, PA 17105
(717) 238-8304 | www.cattransit.com/

Local MPO: Tri-County Regional Planning Commission Dauphin County
Veterans Memorial Office Building
112 Market Street, 2nd Floor | Harrisburg, PA 17101
www.tcrpc-pa.org/content/?/harrisburg-area-transportation-study/

County: Planning Department
18 North Hanover Street | Third Floor | Carlisle, PA 17013
(717) 240-5362 | www.ccpa.net/index.aspx?nid=120

PennDOT District 8
2140 Herr Street | Harrisburg, PA 17103
(717) 787-6653

DAUPHIN

Transit Agency: Capital Area Transit
901 North Cameron Street | P.O. Box 1571 | Harrisburg, PA 17105
(717) 238-8304 | www.cattransit.com/

Local MPO: Harrisburg Area Transportation Study
Dauphin County Veterans Memorial Office Building | 112 Market Street, 2nd
Floor Harrisburg, PA 17101
(717) 234-2639 | www.tcrpc-pa.org/content/?/harrisburg-area-transportation-study/

County: County of Dauphin
112 Market Street, 2nd Floor | Harrisburg, PA 17101
(717) 780-6250 | <http://www.tcrpc-pa.org/content/?/dauphin-county/>

PennDOT District 8
2140 Herr Street | Harrisburg, Dauphin County, PA 17103
(717) 787-6653

DELAWARE

Transit Agency: Southeastern PA Transportation Authority
1234 Market Street | Philadelphia, PA 19107
(215) 580-7800 | www.septa.org

Delaware County TMA
102 West Front Street | Media, PA 19063
(610) 892-9440 | www.dctma.org/

Local MPO: Delaware Valley Regional Planning Commission
190 North Independence Mall West | 8th Floor | Philadelphia, PA 19106
(215) 592-1800 | www.dvrpc.org

County: Delaware County Planning Department
201 West Front Street | Media, PA 19063
(610) 891-5200 | <http://www.co.delaware.pa.us/planning/index.html>

PennDOT District 6
7000 Geerdes Boulevard | King of Prussia, PA 19406
(610) 205-6660

ELK

Transit Agency: Area Transportation Authority of North Central PA
44 Transportation Center | Johnsonburg, PA 15845
(866) 282-4698 | www.rideata.net

Local RPO: North Central Pennsylvania Regional Planning and Development
Commission
651 Montmorenci Road | Ridgway, PA 15853
(814) 773-3162 | www.ncentral.com

County: Elk County Planning Commission
Elk County Courthouse Annex 300 Center Street | P.O. Box 448 | Ridgway,
PA 15853
(814) 776-5335 | <http://www.co.elk.pa.us/planning/>

PennDOT District 2
1924 Daisy Street | P.O. Box 342 | Clearfield County 16830
(814) 765-0400

ERIE

Transit Agency: Erie Metropolitan Transit Authority
127 East 14th Street | Erie, PA 16503
(814) 452-3515 | www.ride-the-e.com

Local MPO: Erie County Department of Planning
Erie County Court House, Room 111 | 140 West 6th Street | Erie, PA 16501
(814) 451-0612 | www.eriecountyplanning.org/index.php?page=erie-mpo

County
Erie County Court House, Room 111 | 140 West 6th Street | Erie, PA 16501
(814) 451-6336 | <http://www.eriecountyplanning.org/index.php?page=home>

PennDOT District 1
255 Elm Street | P.O. Box 398 | Oil City, PA 16301
(814) 678-7015

FAYETTE

Transit Agency: Fayette Area Coordinated Transportation
825 Airport Road | Lemont Furnace, PA 15456
(800) 321-7433 | www.factbus.com/

Local MPO: Southwestern Pennsylvania Commission
425 Sixth Avenue, Suite 2500 | Pittsburgh, PA 15219
(412) 391-5590 | www.spcregion.org/

County: Fayette County Courthouse
61 East Main Street | Uniontown, PA 15401
(724) 430-1210 | <http://www.co.fayette.pa.us/planningzoning/Pages/default.aspx>

PennDOT District 12
825 North Gallatin Avenue Ext. | Uniontown, Fayette County 15401
(724) 439-7315

FOREST

Local RPO: Northwest Pennsylvania Regional Planning and Development Commission
395 Seneca Street | PO Box 1127 | Oil City, PA 16301
(814) 677-4800 | www.nwcommission.org/

County: Forest County Conservation District
526 Elm Street, Box 4 | Tionesta, PA 16353
(814) 755-3450 | www.co.forest.pa.us/plancon/

PennDOT District 1
255 Elm Street | P.O. Box 398 | Oil City, PA 16301
(814) 678-7015

FRANKLIN

Transit Agency: Franklin County Integrated Transportation System
201 Franklin Farm Lane | Chambersburg, PA 17202
(717) 264-522 | <http://www.co.franklin.pa.us/franklin/cwp/view.asp?a=1449&q=534894>

Local RPO: Franklin County Administrative Annex
218 N. Second Street | Chambersburg, PA 17201
(717) 261-3855 | www.co.franklin.pa.us/Pages/PlanningRuralPlan.aspx

County: Planning Department
Administrative Annex | 218 N Second St, 1st Floor | Chambersburg, PA 17201
(717) 261-3855 | www.co.franklin.pa.us/Pages/PlanningDepartment.aspx

PennDOT District 8
2140 Herr Street | Harrisburg, PA 17103
(717) 787-6653

FULTON

Local RPO: Southern Alleghenies Planning and Development Commission
3 Sheraton Drive | Altoona, PA 16601
(814) 949-6500 | www.sapdc.org/

County: Fulton County Planning/Mapping
219 North Second Street, Suite 102 | McConnellsburg, PA 17233
(717) 485-3717 | www.co.fulton.pa.us/planning-commission.php

PennDOT District 9
1620 North Juniata Street | Hollidaysburg, PA 16648
(814) 696-7250

GREENE

Local MPO: Southwestern Pennsylvania Commission
425 Sixth Avenue, Suite 2500 | Pittsburgh, PA 15219
(412) 391-5590 | www.spcregion.org/

County
49 South Washington Street | Waynesburg, PA 15370
(724) 852-5300 | <http://www.co.greene.pa.us/secured/gc2/depts/ed/plancomm/plancomm.htm>

PennDOT District 12
825 North Gallatin Avenue Ext. | Uniontown, PA 15401
(724) 439-7315

HUNTINGDON

Local RPO: Southern Alleghenies Planning and Development Commission
3 Sheraton Drive | Altoona, PA 16601
(814) 949-6500 | www.sapdc.org/

County: Planning and Development
205 Penn Street, Suite 3 | Huntingdon, PA 16652
(814) 643-5091 | <http://huntingdoncounty.net/Pages/PlanningandDevelopment.aspx>

PennDOT District 9
1620 North Juniata Street | Hollidaysburg, PA 16648
(814) 696-7250

INDIANA

Transit Agency: Indiana County Transit Authority
1657 Saltsburg Avenue | P.O. BOX 869 | Indiana, PA 15701
(724) 465-2140 | www.indigobus.com/

Local MPO: Southwestern Pennsylvania Commission
425 Sixth Avenue, Suite 2500 | Pittsburgh, PA 15219
(412) 391-5590 | www.spcregion.org/

County: Office of Planning and Development
801 Water Street | Indiana, PA 15701
(724) 465-3870 | www.countyofindiana.org/

PennDOT District 10
2550 Oakland Avenue | P.O. Box 429 | Indiana, PA 15701
(724) 357-2800

JEFFERSON

Transit Agency: Area Transportation Authority of North Central PA
44 Transportation Center | Johnsonburg, PA 15845
(866) 282-4968 | www.rideata.net

Local RPO: North Central Pennsylvania Regional Planning and Development Commission
651 Montmorenci Road | Ridgway, PA 15853
(814) 773-3162 | www.ncentral.com/

County: Jefferson County Department of Development, Jefferson Place
155 Main Street, 2nd Floor | Brookville, PA 15825
(814) 849-3047 | www.jeffersoncountypa.com/plan-commdev.htm

PennDOT District 10
2550 Oakland Avenue | P.O. Box 429 | Indiana, PA 15701
(724) 357-2800

JUNIATA

Local RPO: SEDA-COG
201 Furnace Road | Lewisburg, PA 17837
(570) 524-4491 | www.seda-cog.org/Pages/Home.aspx

County: Planning Department
Juniata County Courthouse | Bridge and Main Streets | P.O. Box 68 | Mifflintown, PA 17059
(717) 436-7729 | www.co.juniata.pa.us/planning.php

PennDOT District 2
1924 Daisy Street | P.O. Box 342 | Clearfield, PA 16830
(814) 765-0400

LACKAWANNA

Transit Agency: County of Lackawanna Transit System
800 North South Road | Scranton, PA 18504
(570) 346-2061 | www.coltsbus.com/

Local MPO: Lackawanna-Luzerne County Regional Planning Commission
20 North Pennsylvania Avenue | Wilkes-Barre, PA 18711
(570) 825-1564 | www.luzernecounty.org/county/departments_agencies/planning_commission/lackawannaluzerne-metropolitan-planning-organization

County: Planning Commission
135 Jefferson Avenue | Scranton, PA 18503
(570) 963-6830 | www.lackawannacounty.org/viewDepartment.aspx?DeptID=76

PennDOT District 4
55 Keystone Industrial Park | Dunmore, PA 18512
(570) 963-4061

LANCASTER

Transit Agency: Red Rose Transit Authority
45 Erick Road | Lancaster, PA 17601
(717) 397-5613 | www.redrosetransit.com

Local MPO: Lancaster County Planning Commission
150 North Queen Street, Suite #320 | Lancaster, PA 17603
(717) 299-8333 | www.co.lancaster.pa.us/planning/site/default.asp

County
Same as MPO

PennDOT District 8
2140 Herr Street | Harrisburg, PA 17103
(717) 787-6653

LAWRENCE

Transit Agency: New Castle Area Transit Authority
311 Mahoning Avenue | New Castle, PA 16102
(724) 654-3130 | www.newcastletransit.org/

Local MPO: Southwestern Pennsylvania Commission
425 Sixth Avenue, Suite 2500 | Pittsburgh, PA 15219-1819
(412) 391-5590 | www.spcregion.org/

County: Lawrence County
Government Center | 430 Court Street | New Castle, PA 16101
(724) 656-2144 | www.co.lawrence.pa.us/planning/Index.html

PennDOT District 11
45 Thoms Run Road | Bridgeville, PA 15017
(412) 429-5000

LEBANON

Transit Agency: County of Lebanon Transit Authority
200 Willow Street | Lebanon, PA 17046
(717) 274-3664 | www.lebanontransit.org/

Capital Area Transit
901 North Cameron Street | P.O. Box 1571 | Harrisburg, PA 17105
(717) 238-8304 | www.cattransit.com/

Local MPO: Lebanon County Planning Department
Room 206 Municipal Building | 400 South 8th Street | Lebanon, PA 17042
(717) 228-4444 | www.lebcounty.org/Planning/Pages/MPO.aspx

County: Lebanon County Planning Department
Room 206, Municipal Building | 400 South 8th Street | Lebanon, PA 17042
(717) 228-4444 | www.lebcounty.org/Planning/Pages/Home.aspx

PennDOT District 8
2140 Herr Street | Harrisburg, PA 17103
(717) 787-6653

LEHIGH

Transit Agency: Lehigh and Northampton Transportation Authority
1060 Lehigh Street | Allentown, PA 18103
(610) 776-7433 | www.lantabus.com/

Local MPO: Lehigh Valley Planning Commission
961 Marcon Boulevard, Suite 310 | Allentown, PA 18109
(610) 264-4544 | www.lvpc.org/

County
Government Center, Room: 436 | 17 South Seventh Street | Allentown,
Pennsylvania 18101
(610)-782-3001 | [www.lehighcounty.org/Departments/
CommunityEconomicDevelopment/tabid/320/Default.aspx](http://www.lehighcounty.org/Departments/CommunityEconomicDevelopment/tabid/320/Default.aspx)

PennDOT District 5
1002 Hamilton Street | Allentown, PA 18101
(610) 871-4100

LUZERNE

Transit Agency: Luzerne County Transportation Authority
315 Northampton Street | Kingston, PA 18704
(570) 288-9356 | www.lctabus.com/

Hazleton Public Transit
126 West Mine Street, Suite A | Hazleton, PA 18201
(570) 459-5414 | www.ridehpt.com/

Local MPO: Lackawanna-Luzerne County Regional Planning Commission
20 North Pennsylvania Avenue | Wilkes-Barre, PA 18711
(570) 825-1564 | [www.luzernecounty.org/county/departments_agencies/
planning_commission/lackawannaluzerne-metropolitan-planning-organization](http://www.luzernecounty.org/county/departments_agencies/planning_commission/lackawannaluzerne-metropolitan-planning-organization)

County: Planning Commission
20 North Pennsylvania Avenue | Wilkes-Barre, PA 18711
(570) 825-1560

PennDOT District 4
55 Keystone Industrial Park | Dunmore, PA 18512
(570) 963-4061

LYCOMING

Transit Agency: River Valley Transit
1500 West Third Street | Williamsport, PA 17701
(570) 326-2500 | www.ridervt.com/

Local MPO: Lycoming County Planning Commission
330 Pine Street | Williamsport, PA 17701
www.lyco.org/Departments/PlanningandCommunityDevelopment.aspx

County
Same as MPO

PennDOT District 3
715 Jordan Avenue | P.O. Box 218 | Montoursville, PA 17754
(877) 723-6830

MCKEAN

Transit Agency: Area Transportation Authority of North Central PA
44 Transportation Center | Johnsonburg, PA 15845
(866) 282-4968 | www.rideata.net

Local RPO: North Central Pennsylvania Regional Planning and Development
Commission
651 Montmorenci Road | Ridgway, PA 15853
(814) 773-3162 | www.ncentral.com/

County: McKean County Planning Commission
17137 Route 6 | Smethport, PA 16749
(814) 887-2754 | www.mckeancountypa.org/Departments/Planning_Commission/Index.aspx

PennDOT District 2
1924 Daisy Street, P.O. Box 342 | Clearfield County 16830
(814) 765-0400

MERCER

Transit Agency: Shenango Valley Shuttle Service
2495 Highland Road | Hermitage, PA 16148
(724) 981-1561 | <http://svss.mcrcog.com/>

Local MPO: Mercer County Regional Planning Commission
2491 Highland Road | Hermitage, PA 16148
(724) 981-2412 | www.mcrpc.com/index.htm

County
Same as MPO

PennDOT District 1
255 Elm Street | P.O. Box 398 | Oil City, PA 16301
(814) 678-7015

MIFFLIN

Local RPO: SEDA-COG
201 Furnace Road | Lewisburg, PA 17837
(570) 524-4491 | www.seda-cog.org/Pages/Home.aspx

County
20 North Wayne Street | Lewistown, PA 17044
(724) 248-6733 | <http://www.co.mifflin.pa.us/PlanningandDevelopment/Pages/MifflinCountyPlanningCommission.aspx>

PennDOT District 2
1924 Daisy Street, P.O. Box 342 | Clearfield County 16830
(814) 765-0400

MONROE

Transit Agency: Monroe County Transportation Authority
P.O. Box 339 | Scotrun, PA 18355
(570) 839-6282 | www.gomcta.com/

Local RPO: Northeastern Pennsylvania Alliance
1151 Oak Street | Pittston, PA 18640
(570) 655-5581 | www.nepa-alliance.org/

County
Monroe County Administrative Building | One Quaker Plaza, Room 106 |
Stroudsburg, PA 18360
(570) 517-3100 | http://www.co.monroe.pa.us/planning_records/cwp/view.asp?a=1551&q=605153

PennDOT District 5
1002 Hamilton Street | Allentown, PA 18101
(610) 871-4100

MONTOUR

Local RPO: SEDA-COG
201 Furnace Road | Lewisburg, PA 17837
(570) 524-4491 | www.seda-cog.org/Pages/Home.aspx

County: Planning Commission
112 Woodline Lane, Suite 3 | Danville, PA 17821
www.montourco.org/Pages/PlanningCommission.aspx

PennDOT District 3
715 Jordan Avenue | P.O. Box 218 | Montoursville, PA 17754
(877) 723-6830

MONTGOMERY

Transit Agency: Southeastern PA Transportation Authority
1234 Market Street | Philadelphia, PA 19107
(215) 580-7800 | www.septa.org

Pottstown Area Rapid Transit (PART)
902 Farmington Avenue | Pottstown, PA 19464
(610) 326-5413 | www.pottstownarearapidtransit.com/

The Partnership TMA of Montgomery County
134 North Main Street | North Wales, PA 19454
(215) 699-2733 | www.ptma-mc.org/

Local MPO: Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor | Philadelphia, PA 19106
(215) 592-1800 | www.dvrpc.org

County: Montgomery County Planning Commission
One Montgomery Plaza, Second Floor | 425 Swede Street | Norristown, PA 19401
(610) 278-3722 | <http://planning.montcopa.org/planning/site/default.asp>

PennDOT District 6
7000 Geerdes Boulevard | King of Prussia, PA 19406 | (610) 205-6660

NORTHAMPTON

Transit Agency: Lehigh and Northampton Transportation Authority
1060 Lehigh Street | Allentown, PA 18103
(610) 776-7433 | www.lantabus.com/

Local MPO: Lehigh Valley Planning Commission
961 Marcon Boulevard, Suite 310 | Allentown, PA 18109
(610) 264-4544 | www.lvpc.org/

County: County Government
669 Washington Street | Easton, PA 18042
(610) 599-1624 | www.northamptoncounty.org/northampton/site/default.asp

PennDOT District 5
1002 Hamilton Street | Allentown, PA 18101
(610) 871-4100

NORTHUMBERLAND

Local RPO: SEDA-COG
201 Furnace Road | Lewisburg, PA 17837
(570) 524-4491 | www.seda-cog.org/Pages/Home.aspx

County: Northumberland County Planning Department
399 South 5th Street, Second Floor | Sunbury, PA 17801
(570) 988-4343 | www.northumberlandco.org/default.asp?iId=LIJMF

PennDOT District 3
715 Jordan Avenue | P.O. Box 218 | Montoursville, PA 17754
(877) 723-6830

PERRY

Local MPO: Tri-County Regional Planning Commission Dauphin County
Veterans Memorial Office Building
112 Market Street, 2nd Floor | Harrisburg, PA 17101
(717) 234-2639 | www.tcrpc-pa.org/content/?/harrisburg-area-transportation-study/

County: Perry County Planning Commission
112 Market Street, 2nd Floor | Harrisburg, PA 17101
(717) 234-2639 | <http://www.tcrpc-pa.org/content/?/perry-county/>

PennDOT District 8
2140 Herr Street | Harrisburg, PA 17103
(717) 787-6653

PHILADELPHIA

Transit Agency: Southeastern PA Transportation Authority
1234 Market Street | Philadelphia, PA 19107
(215) 580-7800 | www.septa.org

PATCO
P.O. Box 4262 | Lindenwold, NJ 08021
www.ridepatco.org/

Local MPO: Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor | Philadelphia, PA 19106
(215) 592-1800 | www.dvrpc.org

County (City): Philadelphia City Planning Commission
One Parkway, 13th Floor | 1515 Arch Street | Philadelphia, Pennsylvania
19102
(215) 683-4615 | <http://philaplanning.org/>

PennDOT District 6
7000 Geerdes Boulevard | King of Prussia, PA 19406
(610) 205-6660

PIKE

Local RPO: Northeastern Pennsylvania Alliance
1151 Oak Street | Pittston, PA 18640
(570) 655-5581 | www.nepa-alliance.org/

County: Pike County
837 Route 6, Unit 4 | Shohola, PA 18458
(570) 296-3500 | <http://www.pikepa.org/plancomm.html>

PennDOT District 4
55 Keystone Industrial Park | Dunmore, PA 18512
(570) 963-4061

POTTER

Transit Agency: Area Transportation Authority of North Central PA
44 Transportation Center | Johnsonburg, PA 15845
(866) 282-4968 | <http://www.rideata.net/>

Local RPO: North Central Pennsylvania Regional Planning and Development Commission
651 Montmorenci Road | Ridgway, PA 15853
(814) 773-3162 | www.ncentral.com/

County: Planning Commission
Gunzburger Building | One North Main Street, Suite 105 | Coudersport, PA 16915
(814) 274-8254 | www.pottercountypa.net/planning_commission.php

PennDOT District 2
1924 Daisy Street, P.O. Box 342 | Clearfield County 16803
(814) 765-0400

SCHUYLKILL

Transit Agency: Schuylkill Transportation System
P.O. Box 67 | St. Clair, PA 17970
(570) 429-2701 | www.go-sts.com/

Local RPO: Northeastern Pennsylvania Alliance
1151 Oak Street | Pittston, PA 18640
(570) 655-5581 | www.nepa-alliance.org/

County: Schuylkill County Planning and Zoning Commission
401 North Second Street | Pottsville, PA 17901
(570) 628-1415 | www.co.schuylkill.pa.us/Offices/PlanningZoning/PlanningZoning.asp

PennDOT District 5
1002 Hamilton Street | Allentown, PA 18101
(610) 871-4100

SNYDER

Local RPO: SEDA-COG
201 Furnace Road | Lewisburg, PA 17837
(570) 524-4491 | www.seda-cog.org/Pages/Home.aspx

County: Office of Planning
Snyder County Courthouse | P.O. Box 217 | Middleburg, PA 17842
(570) 837-4257 | www.snydercounty.org/Depts/Planning/Pages/PlanningCommission.aspx

PennDOT District 3
715 Jordan Avenue | P.O. Box 218 | Montoursville, PA 17754
(877) 723-6830

SOMERSET

Local RPO: Southern Alleghenies Planning and Development Commission
541 58th Street | Altoona, PA 16602
www.sapdc.org/

County: Somerset County
300 N. Center Avenue, Suite 540 | Somerset, PA 15501
(814) 445-1544 | www.co.somerset.pa.us/county.asp?deptnum=104

PennDOT District 9
1620 North Juniata Street | Holidaysburg, PA 16648
(814) 696-7250

SULLIVAN

Transit Agency: Endless Mountains Transportation Authority
27824 Route 220 | Athens, PA 18810
(570) 888-8713 | <http://emtatransit.com/>

Local RPO: Northern Tier Regional Planning and Development Commission
312 Main Street | Towanda, PA 18848
(888) 868-8800 | www.northerntier.org/

County: Planning & Community Development
245 Muncy Street, Suite 110 | PO Box 157 | Laporte, PA 18626
(570) 946-5207 | www.sullivancounty-pa.org/county-offices-1/planning-community-development/

PennDOT District 3
715 Jordan Avenue | P.O. Box 218 | Montoursville, Lycoming County 17754
(877) 723-6830

SUSQUEHANNA

Local RPO: Northern Tier Regional Planning and Development Commission
312 Main Street | Towanda, PA 18848
(888) 868-8800 | www.northerntier.org/

County: Department of Planning and Development
81 Public Avenue | Montrose PA 18801
(570) 278-4600 Ext 290 | <http://www.susqco.com/subsites/gov/pages/planning/planning.htm>

PennDOT District 4
55 Keystone Industrial Park | Dunmore, PA 18512
(570) 963-4061

TIOGA

Transit Agency: Endless Mountains Transportation Authority
27824 Route 220 | Athens, PA 18810
(570) 888-8713 | <http://emtatransit.com/>

Local RPO: Northern Tier Regional Planning and Development Commission
312 Main Street | Towanda, PA 18848
(888) 868-8800 | www.northerntier.org/

County: Tioga County Planning Commission
118 Main Street | Wellsboro, PA 16901
(570) 723-8251 | http://www.tiogacountypa.us/Departments/Planning_Commission/Pages/PlanningCommission.aspx

PennDOT District 3
715 Jordan Avenue | P.O. Box 218 | Montoursville, PA 17754
(877) 723-6830

UNION

Local RPO: SEDA-COG
201 Furnace Road | Lewisburg, PA 17837
(570) 524-4491 | www.seda-cog.org/Pages/Home.aspx

County: Union County Planning Commission
155 N. 15th Street | Lewisburg, PA 17837
(570) 524-3840 | www.unioncountypa.org/residents/government/land/planning/

PennDOT District 3
715 Jordan Avenue | P.O. Box 218 | Montoursville, PA 17754
(877) 723-6830

VENANGO

Transit Agency: Venango County Transportation
1174 Elk Street | P.O. Box 831 | Franklin, PA 16323
(814) 432-9500 | www.co.venango.pa.us/index.php/county-government/go-bus

Local RPO: Northwest Pennsylvania Regional Planning and Development Commission
395 Seneca Street | P.O. Box 1127 | Oil City, PA 16301
(814) 677-4800 | www.nwcommission.org

County: County of Venango, Pennsylvania
Court House First Floor | 1168 Liberty Street | Franklin, PA 16323
(814) 432-9689 | www.co.venango.pa.us/index.php/about-planning

PennDOT District 1
255 Elm Street | P.O. Box 398 | Oil City, PA 16301
(814) 678-7015

WARREN

Transit Agency: Warren County Transit Authority
42 Clark Street | Warren, PA 16365
(814) 723-1874 | www.tawcbus.com/

Local RPO: Northwest Pennsylvania Regional Planning and Development Commission
395 Seneca Street | P.O. Box 1127 | Oil City, PA 16301
(814) 677-4800 | www.nwcommission.org/

County: Planning and Zoning
204 Fourth Avenue | Warren, PA 16365
(814) 728-3512 | <http://www.warrencountypa.net/current/depts.php?name=Planning%20and%20Zoning>

PennDOT District 1
255 Elm Street | P.O. Box 398 | Oil City, PA 16301
(814) 678-7015

WASHINGTON

Transit Agency: Mid Mon Valley Transit Authority
1300 McKean Avenue | Charleroi, PA 15022
(724) 489-0880 | www.mmvta.com/

Washington County Transportation Authority
382 West Chestnut Street, Suite 108 | Washington, PA 15301
(724) 223-8747 | <http://www.washingtonrides.org/default.htm>

Local MPO: Southwestern Pennsylvania Commission
425 Sixth Avenue, Suite 2500 | Pittsburgh, PA 15219
(412) 391-5590 | www.spcregion.org/

County: Planning Commission
Courthouse Square | 100 West Beau Street | Suite 701 | Washington, PA 15301
(724) 228-6811 | www.co.washington.pa.us/maindepartment.aspx?menuDept=19

PennDOT District 12
825 North Gallatin Avenue Ext. | Uniontown, PA
(724) 439-7315

WAYNE

Local RPO: Northeastern Pennsylvania Alliance
1151 Oak Street | Pittston, PA 18640
(570) 655-5581 | www.nepa-alliance.org/

County: Wayne County Planning Department
925 Court Street | Honesdale, PA 18431
(570) 253-5970 Ext 4060 | <http://planning.co.wayne.pa.us/>

PennDOT District 4
55 Keystone Industrial Park | Dunmore, PA 18512
(570) 963-4061

WESTMORELAND

Transit Agency: Westmoreland County Transit Authority
41 Bell Way | Greensburg, PA 15601
(800) 221-9282 | www.westmorelandtransit.com/

Mid Mon Valley Transit Authority
1300 McKean Avenue | Charleroi, PA 15022
(724) 489-0880 | www.mmvta.com/

Washington County Transportation Authority
382 West Chestnut St., Suite 108 | Washington, PA 15301
(724) 223-8747 | <http://www.washingtonrides.org/default.htm>

Local MPO: Southwestern Pennsylvania Commission
425 Sixth Avenue, Suite 2500 | Pittsburgh, PA 15219
(412) 391-5591 | www.spcregion.org/

County: Planning Department
40 North Pennsylvania Avenue | Greensburg, PA 15601 | (724) 830-3600

PennDOT District 12
825 North Gallatin Avenue Ext. | Uniontown, PA 15401 | (724) 439-7315

WYOMING

Local RPO: Northern Tier Regional Planning and Development Commission
312 Main Street | Towanda, PA 18848
www.northerntier.org/
County: Community Planning
1 Courthouse Square | Tunkhannock, PA 18657
(570) 996-2268 | www.wycopa.org/commpanning.php
PennDOT District 4
55 Keystone Industrial Park | Dunmore, PA 18512
(570) 963-4061

YORK

Transit Agency: rabbittransit
1230 Roosevelt Avenue | York, PA 17404
(717) 846-7433 | www.rabbittransit.org/

Local MPO: York County Planning Commission (YCPC)
28 East Market Street, Third Floor | York, PA 17401
(717) 771-9870 | www.ycpc.org/transportation.html

County
Same as MPO

PennDOT District 8
2140 Herr Street | Harrisburg, PA 17103
(717) 787-6653



Value + Marketability



Community Members

Value + Marketability introduces you to some of the many positive impacts that TOD and transit will have on your community.

In addition to supporting public transportation as a convenient alternative to costly highway systems and dramatic greenhouse emission reductions, TODs boost economic activity, increase property values, and are becoming increasingly popular and marketable.

Analyses of TODs show:

- Public transit can increase the development potential of real estate near stations and, as a result, increase property values.
- Projects near transit are viewed as having the potential to achieve faster absorption rates, higher occupancy rates, and in some cases, higher sales prices or rents.
- There is an increasing demand for housing in transit zones.
- Increased interest in building around station areas is reflective of increased transit use. In 2011, the annual transit ridership was at its 2nd highest level since 1957.

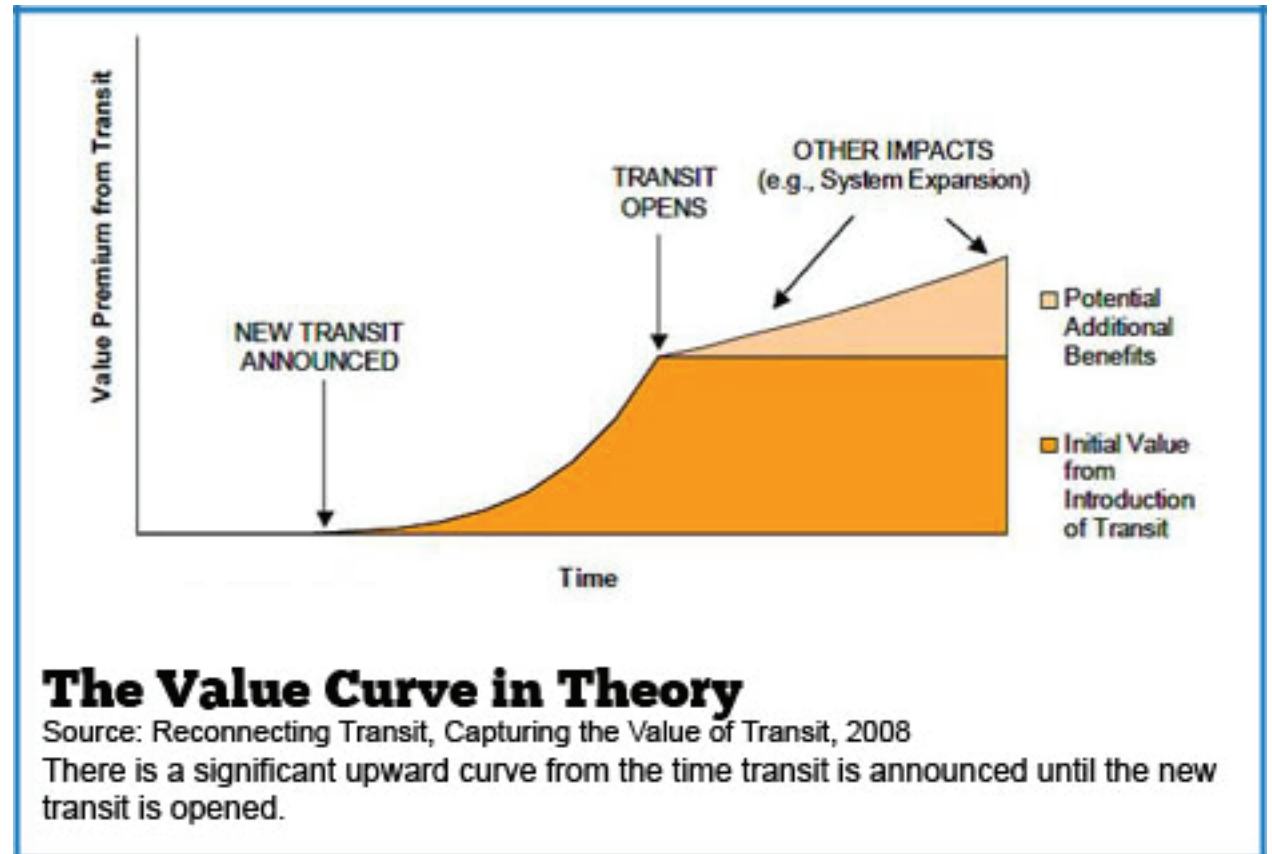
Land Use	Transit Premium Range	
	Low	High
Single Family Residential	+ 2 percent within 200 feet of station (San Diego LRT, 1992)	+ 32 percent within 100 feet of station (St. Louis LRT, 2004)
Condominium	+ 2 percent within 2,640 feet of station (San Diego LRT, 2001)	+ 18 percent within 2,640 feet of station (San Diego LRT, 2001)
Apartment	0 percent to + 4 percent within 2,640 feet of station (San Diego LRT, 2001)	+ 45 percent within 1,320 feet of station (VTA LRT, 2004)
Office	+ 9 percent within 300 feet of station (Washington, D.C. Metrorail, 1981)	+ 120 percent within 1,320 feet of station (VTA LRT, 2004)
Retail	+ 1 percent within 500 feet of station (BART, 1978)	+ 167 percent within 200 feet of station (San Diego LRT, 2004)

Land Use and Transit Premiums

Source: Transportation and Real Estate: Making the Connections, Public Transit Boosts Property Values, If Conditions Are Right (National Association of Realtors).

The amount of the "transit premium" — value added to property by proximity to high-capacity transit — may vary significantly depending a number of factors.

- Proximity to existing employment centers and downtowns appear to be important factors driving development along transit lines.
- Investments in neighborhood infrastructure and amenities are critical for unlocking the potential for TOD, especially in areas where land use patterns were previously automobile dependent.
- Early station area planning efforts can help to set expectations and ease concerns about TOD.





TOD Library



Government Officials + Community Members

TOD Library links you to dozens of additional TOD resources.

The TOD Library consists of links to manuals, technical reports, and other reference materials.

For ease of use, the TOD Library is organized into the following topics:

- Pennsylvania Case Studies
- National Case Studies
- Pennsylvania Multi-Modal Smart Transportation
- National Multi-Modal Smart Transportation
- Pennsylvania TOD-Related Manuals
- National TOD-Related Manuals
- Pennsylvania Transit Manuals
- National Transit Manuals
- Other Topics

Please go online to <http://www.todtoolkitpa.com/todlibrary> for complete access.



Pennsylvania Transit Oriented Development

toolkit for designing + building communities around transit