

Transportation & Community  
Development Initiative (TCDI)



**2008** March 2008  
**PROGRAM  
EVALUATION**



Delaware Valley  
Regional Planning  
Commission

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty, and intercity agency that provides continuing, comprehensive, and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties in New Jersey.

DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.

Our logo is adapted from the official DVRPC seal and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey. The logo combines these elements to depict the areas served by DVRPC.



DVRPC is funded by a variety of sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey Departments of Transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for this reports findings and conclusions, which may not represent the official views or policies of the funding agencies.

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# PROGRAM OVERVIEW



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## INTRODUCTION

The Transportation and Community Development Initiative (TCDI) is a grant program of the Delaware Valley Regional Planning Commission (DVRPC) that supports local development and redevelopment efforts in qualifying municipalities of the Delaware Valley. This program was begun in 2002 to reverse the trends of disinvestment and decline in many of the region's core cities and developed communities. It provides a mechanism for these municipalities to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the long-range land use and transportation plan, *Destination 2030*. TCDI seeks to support and leverage state and county programs by providing funding in selected areas to undertake planning, analysis, or design initiatives for projects or programs which enhance development or redevelopment and enhance or improve the efficiency of the regional transportation system. This report provides an overview of the TCDI grant program and evaluates the administration, project selection, and funding investment throughout the region.

## BACKGROUND

DVRPC took advantage of the programming flexibility afforded by the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) to distribute federal funds to community-oriented projects. While DVRPC has the responsibility to prioritize and allocate federal and state transportation funding across the metropolitan region, each of the region's municipalities has the responsibility for local land use and economic development planning. While the Commission committed federal dollars to the Surface Transportation Program (STP), Transportation Enhancements (TE), and the Congestion Mitigation and Air Quality Program (CMAQ) for the construction of

various transportation projects, there was no targeted grant program that helped local communities develop the ideas and concepts for revitalization. To address this need for planning dollars, DVRPC developed the TCDI program in 2002.

## TCDI GOALS

The TCDI program targets transportation investments in a sustainable way. Federal transportation funds are used to provide planning grants to local governments and select non-profit organizations to create plans that link transportation improvements with land use strategies, enhance established communities, and build upon existing public and private assets. The Commission's adoption of the Transportation and Community Development Initiative in 2002 set into motion the ideology of coordinating regional transportation planning with local land use planning and decision-making. TCDI creates more vital and livable neighborhoods in the region's core cities and disadvantaged communities by:

- Supporting local planning projects that will lead to more residential, employment, or retail opportunities;
- Improving the overall character and quality of life within these communities to retain and attract businesses and residents;
- Enhancing and utilizing the existing transportation network infrastructure capacity in these areas to reduce the demands on the region's transportation network; and
- Reducing congestion and improving the efficiency of the region's transportation network.

## RELATIONSHIP TO *DESTINATION 2030*

The region's long-range transportation and land use plan, *Destination 2030*, was adopted by DVRPC to provide an integrated transportation and land use vision and policies for the region's growth and development. The Transportation element of the Plan presents a vision for the regional transportation system, including a specific set of transportation policies and strategies to achieve the vision. The Plan also includes future study projects where a problem can be anticipated or final project or service improvements have been determined. Two of the key tenets of the future vision are to "support land use goals by transportation decisions" and to "advance economic development through transportation." The Plan seeks to achieve this vision by supporting projects and improvements within the growth areas and centers identified in the Plan. The Land Use element of the Plan focuses on building a future that responds to the region's identified challenges and leads to the creation of sound communities, a healthy environment and a stable foundation for economic development and essential infrastructure.



Figure 1: Rendering of Cooper Street in Camden City from the Downtown Strategic Plan, 2003.

The Plan divides the 353 municipalities of the region into Core Cities, Developed Communities, Growing Suburbs, and Rural Areas. Also included are specific growth areas and a hierarchy of "centers" of concentrated residential, commercial, and industrial development where future infrastructure will be supported and targeted. Key policies of the Plan include:

- *Revitalization* of the region's core cities
- *Stabilization* of the developed townships, boroughs and cities
- *Growth management* for growing suburban communities
- *Preservation* of rural communities
- *Conservation* of sensitive natural areas

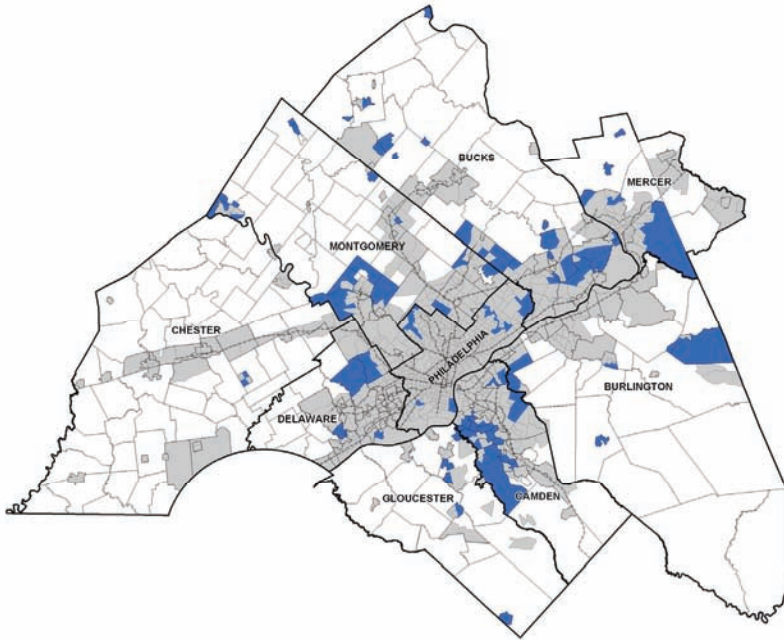
The Plan provides a regional-scale view of future development patterns and presents a comprehensive long-range blueprint for moving people and goods safely and efficiently. The TCDI program acts as an implementation mechanism for the Plan funding projects that stabilize and revitalize developed communities (such as maintenance, economic development, and aesthetic programs).

## ELIGIBLE CRITERIA

TCDI is a grant program targeted to the region's Core Cities, Developed Communities, and socially or economically disadvantaged areas. Grant awards are made directly to municipalities or to DVRPC's member county governments. In FY 2007, the DVRPC Board expanded eligibility to nonprofit organizations (501 C3) within the City of Philadelphia. This decision was made in cooperation with the Philadelphia City Planning Commission and facilitates planning to be done at the neighborhood level. The communities and census tracts identified as eligible for TCDI grants are consistent with the Plan, as well as DVRPC's policy to proactively support the



**Figure 2: TCDI Eligible Areas, DVRPC 2008**



region's disadvantaged communities and population in the context of Environmental Justice (EJ). Recognizing that there are municipalities that may be considered developed, but which have areas that are socially or economically disadvantaged, certain factors were examined that include poverty rate, minority population, elderly concentration, transit dependency, disabled populations, limited English proficiency, and female heads of households to enable a census tract level analysis of eligibility. These factors are analyzed for each census tract in the region to determine areas with two or more "degrees of disadvantage" relative to the entire region, which are then eligible for the TCDI program. DVRPC has used the TCDI program to provide additional resources and targeted investments to those communities identified as disadvantaged by the EJ analysis.

In addition to areas that are eligible through the EJ analysis, DVRPC added other criteria to help promote other policy areas of the Commission. Another major policy focus for the DVRPC region, as well as the New Jersey and

Pennsylvania Departments of Transportation and transit providers, has been the promotion of transit-oriented development (TOD). To help promote smart growth and reinvestment in the region's infrastructure system, specific areas of municipalities (up to a 1/2 mile radius around a transit station) were added as targeted areas for investment. These areas were added because of their proximity to a train station. As such, the proposed project must be related the project to the train station in some capacity. Areas eligible for TCDI are shown in Figure 2. In many cases, these areas reflect an entire municipality, but in several municipalities only selected census tracts are eligible. For the latest round of funding in FY 2007, a total of 220 municipalities or portions of municipalities were eligible to participate in the program. These are listed in Appendix 1.

### ELIGIBLE ACTIVITIES

Funding is awarded based on project merit and adherence to the TCDI criteria. Project sponsors may apply for planning dollars for a variety of eligible activities that must improve the climate for redevelopment, enhance community character and improve the overall quality of life for residents. From the beginning, the TCDI program has been highly competitive and popular with local governments in the region. The program emphasizes initiatives built around density, centers, and use of the transportation network, but provides broad latitude for applicants to define their projects and describe how it relates to the policies and goals of DVRPC's regional plan.

All TCDI projects must meet two required elements: improve the regional transportation network and improve the climate for redevelopment. These activities are

**Table 1: TCDI Applicant and Study Types**

Year	Applicant Types				Study Types			
	MCD	2+ MCDs	CDC	County	Transportation Infrastructure	Reuse Revitalization	Planning Land Use	Average Request
2002	51	5		1	25	10	22	\$61,773
2003	34	2			11	18	7	\$60,355
2004	36	2			14	13	11	\$57,692
2005	46				25	12	9	\$58,057
2007	46	2	9	2	32	13	14	\$52,236
<b>Total</b>	<b>213</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>107</b>	<b>66</b>	<b>63</b>	<b>\$58,022</b>

Source: DVRPC 2008

intended to supplement or complement the ongoing activities within a municipality or county and are categorized into three major areas: Planning and Land Use Management, Reuse and Revitalization, and Transportation and Infrastructure.

Over the past five years of the program, a majority of the applicants have been for transportation enhancements or improvements followed by reuse and revitalization. An overview of the types of applications received and average requests are shown in Table 1.

### TCDI PROGRAM AREAS

#### Revitalization and Reuse

Current population trends have serious consequences for the social, physical, economic, and environmental character and quality of life for the Delaware Valley region. One of the major issues facing the Delaware Valley is the redistribution of population and jobs from the core cities and older communities to new suburban communities. While the growth in population and employment is a positive factor for the region's ability to attract and retain new business and residents, it could also have negative impacts such as the loss of open space and farmland, increased traffic congestion, and excessive infrastructure costs. Encouraging the development of compact communities near existing downtowns, job centers, and transit is more sustainable. The

TCDI program targets investments in areas of the region that can sustain new growth and are able to provide a higher quality of life for residents and workers. Municipalities may apply to create Main Street Programs or Business Improvement Districts, develop transit-oriented development plans, inventory vacant and underutilized lands, develop design standards for infill housing, and develop real estate market feasibility studies.

#### Transportation and Infrastructure

Transportation and infrastructure improvements can enhance access to employment opportunities and provide for better conditions favorable for private investment. They may not be the sole engine for growth and redevelopment, but they are a prerequisite and can be the catalyst for community growth or enhancement. Activities undertaken through TCDI must serve to improve the climate for redevelopment and improve the efficiency of the regional transportation system. This may be done through physical improvements to the transportation network, by increasing non-automobile alternatives, or by reducing highway congestion. Projects can include preliminary design of new sidewalks or bicycle lanes, traffic calming plans, improvements to plazas and the addition of pedestrian amenities, landscaping and streetscaping plans, and signage programs.

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### Land Use Management and Planning

Investing in the land use patterns of the Delaware Valley's neighborhoods not only will improve the appearance of the community, but it will also create a stronger sense of place, install civic pride, and support further revitalization efforts. The TCDI program includes planning functions such as land use and zoning ordinances, neighborhood redevelopment plans, traditional neighborhood design elements, economic development plans, and shared service cooperative agreements. DVRPC supports regional planning through multi-municipal plans or even corridor design elements and provides TCDI funding for eligible communities for such activities.

### FUNDING

In 2002, the Commission made an initial commitment of \$1.5 million dollars; \$1 million for Pennsylvania communities and \$500,000 for New Jersey communities. Funding for the planning grants comes from a combination of state Transportation dollars and federal STP funds. In order to encourage additional leveraged funds, the TCDI grant program requires a 20 percent local match for the federal grant dollars. In 2007, the TCDI program moved to a two-year funding cycle, thus providing up to \$3 million for the 2007 funding round. In New Jersey, there is \$1,075,000 per year for project administration and project completion from Surface Transportation Program – Urban Allocation (STP-STU) funds. In Pennsylvania there is \$2.5 million for project administration and project completion from STU and Local funds. Through fiscal years 2002-2007, DVRPC has distributed \$9 million to over 100 communities for TCDI planning grants. TCDI projects are located in downtowns, commercial centers, neighborhoods, transit corridors and within the region's eligible older suburbs and the Core Cities of Camden, Chester, Trenton, and Philadelphia.

Figure 3 shows the investments by neighborhood for the City of Philadelphia and Figure 4 shows the investment by census tract for the region. Approximately \$2 million has been allocated to improving transportation and facilities – sidewalks, crosswalks, intersections – while the balance of TCDI grants have been spent on planning documents, feasibility studies and conceptual designs.

### Local Match

The TCDI program is intended to act as seed money to help communities get projects moving in the right direction. DVRPC encourages municipalities to pool their existing funding and leverage TCDI dollars with other funding opportunities, as they arise. Municipalities that participate in the TCDI program must provide a minimum of 20 percent local match toward their projects. Additional cash match is strongly encouraged. Sources of local match have been fairly diverse with a mix of State grant programs, county redevelopment funds, municipal capital programs, and in-kind services from local and county planning staff. Because the TCDI program is funded with federal dollars through the Transportation Improvement Program (TIP), most federal grant programs cannot be used as a matching source. This becomes an issue when municipalities apply for Transportation Enhancements or Safe Routes to School grants for project implementation.

### Priority Consideration for Construction Funding

TCDI grants are intended for early state planning, feasibility, analyses, market studies, economic analyses, site design, and preliminary project design. These early planning activities are often difficult to fund through other sources. TCDI projects are not required to lead to capital improvements, however many projects often require small-scale capital investments such as highway or transit improvements to initiate

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revitalization. Funding applications for these smaller investments must then compete with larger capital projects for federal dollars. To help keep these plans moving toward implementation, eligible TCDI projects can receive priority consideration when applying for construction funding through the Transportation Improvement Program (TIP), Transportation Enhancements (TE), Congestion Mitigation and Air Quality (CMAQ), and Home Town Streets/Safe Routes to School (HTS/SRS) programs. Although the TCDI funded project will receive priority consideration, all projects must undergo the application and selection process that is mandated through the TE, CMAQ, or HTS/SRS programs. Since the TCDI program differs from these funding programs, additional information and analysis regarding the impact of the project on the municipality and region may be required. All additional program requirements must be satisfied.

Applicants are required to identify the proposed implementation strategy or define the desired outcome. Applicants have been encouraged to look behind the traditional federal transportation funding program. For the 2007 funding round, DVRPC included a resource guide with the application that listed various local, regional, state, federal and private funding resources for either planning or construction. The guide is organized into several categories such as Housing, Smart Growth, Economic Development, and Transportation.

## FUNDS LEVERAGED

The \$9 million dollar investment by DVRPC has been the catalyst for communities to begin the planning and revitalization process. To date, almost \$2.5 billion dollars have been leveraged throughout the region by local, regional, state, federal and private sources for either planning or implementation of TCDI projects. TCDI funding and leveraged dollars for New Jersey are shown in Table 2. TCDI funding and leveraged dollars for Pennsylvania are shown in Table 3.

Table 2: New Jersey TCDI Funds and Leveraged Funds

Applicant	TCDI Funds						Leveraged Funds					Total
	2002	2003	2004	2005	2007*		Federal	State	Private	Local	Other	
Beverly City	\$40,000											\$40,000
Bordentown City			\$40,000									\$40,000
Burlington City	\$40,000				\$90,000							\$130,000
Burlington Township		\$40,000	\$48,000									\$88,000
North Hanover Twp					\$48,000							\$48,000
Palmyra Borough				\$40,000								\$40,000
Pemberton Township					\$48,000							\$48,000
Riverside Borough				\$45,600	\$68,600							\$114,200
Riverton Borough					\$44,800							\$44,800
Willingboro Township			\$43,500									\$43,500
Wrightstown Borough	\$60,000				\$48,000							\$108,000
Barrington Borough		\$56,000			\$56,000		\$300,000	\$100,000		\$20,000		\$532,000
Camden City	\$46,900	\$78,000	\$43,500	\$80,000	\$40,000		\$430,000	\$50,000	\$1,000,000		\$150,000	\$1,918,400
Camden County**					\$168,000							\$168,000
Cherry Hill Township				\$30,085								\$30,085
Chesilhurst Borough			\$40,000									\$40,000
Collingswood Borough	\$60,000										\$200,000	\$260,000
Gloucester City	\$62,000		\$80,000				\$400,000					\$542,000
Gloucester Township				\$56,000								\$56,000
Haddonfield Borough					\$40,000							\$40,000
Merchantville Borough					\$32,000							\$32,000
Pennsauken Township		\$70,000						\$1,000,000				\$1,070,000
Woodlyne Borough		\$14,800										\$14,800
Glassboro Borough	\$50,000	\$78,000	\$100,000		\$70,000		\$150,000	\$50,000		\$4,000,000		\$4,498,000
Monroe Township		\$48,000	\$40,000	\$100,000								\$188,000
Paulsboro Borough	\$80,000						\$135,000,000			\$10,000,000		\$145,080,000
Swedesboro Borough					\$40,800		\$200,000					\$240,800
Woodbury City				\$48,000								\$48,000
East Windsor Twp.			\$65,000									\$65,000
Hightstown Borough		\$43,200					\$560,000					\$603,200
Mercer County**					\$125,000							\$125,000
Trenton City	\$61,100	\$70,000		\$100,000	\$80,000							\$311,100
	<b>\$500,000</b>	<b>\$497,200</b>	<b>\$500,000</b>	<b>\$499,685</b>	<b>\$999,200</b>		<b>\$137,040,000</b>	<b>\$200,000</b>	<b>\$2,000,000</b>	<b>\$4,020,000</b>	<b>\$10,350,000</b>	

Source: DVRPC 2008

\* funding year includes two fiscal years \*\* on behalf of 2 or more municipalities

Table 3: Pennsylvania TCDI Funds and Leveraged Funds

Applicant	TCDI Funds							Leveraged Funds				
	2002	2003	2004	2005	2007*	Federal	State	Private	Local	Other	Total	
Bristol Borough		\$48,000		\$100,000	\$100,000	\$190,400					\$438,400	
Bristol Township		\$50,000									\$50,000	
Bucks County**	\$100,000					\$780,400					\$880,400	
Doylestown Borough			\$34,800			\$280,712					\$315,512	
Middletown Twp					\$43,500						\$43,500	
New Hope Borough					\$60,000						\$60,000	
Pennel Borough	\$36,000			\$96,000		\$85,000					\$217,000	
Quakertown Borough			\$19,750			\$626,055					\$645,805	
Avondale Borough	\$30,000					\$2,032,000				\$33,535	\$2,095,535	
Coatesville City	\$100,000	\$20,000	\$100,000			\$1,277,055	\$250,000	\$2,900,000	\$2,400,000		\$7,047,055	
Downtintown Township		\$100,000		\$100,000							\$200,000	
Easttown Township					\$60,000						\$60,000	
Oxford Borough				\$60,000							\$60,000	
Phoenixville Borough			\$33,600			\$1,000,000					\$1,033,600	
South Coatesville	\$52,000			\$70,000						\$6,500	\$128,500	
Tredyffrin Township					\$100,000						\$100,000	
West Chester Borough	\$25,000								\$200,000		\$225,000	
West Grove Borough		\$16,000				\$1,000,000					\$1,016,000	
Chester City	\$68,000				\$35,000	\$1,899,800			\$100,000		\$2,102,800	
Clifton Heights Borough					\$60,000						\$60,000	
Darby Borough				\$29,000							\$29,000	
Lansdowne Borough		\$40,000	\$119,400	\$14,100		\$368,000			\$70,000		\$611,500	
Marcus Hook Borough	\$68,000		\$34,600								\$102,600	
Media Borough					\$35,000						\$35,000	
Norwood Borough				\$29,000							\$29,000	
Radnor Township					\$48,000						\$48,000	

Source: DVRPC 2008

Table 3: Pennsylvania TCDI Funds and Leveraged Funds (continued)

Applicant	TCDI Funds						Leveraged Funds					
	2002	2003	2004	2005	2007*		Federal	State	Private	Local	Other	Total
Springfield Twp					\$100,000							\$100,000
Upper Darby/Millbourne	\$26,000						\$5,400,000					\$5,426,000
Upper Darby/Yeadon	\$50,000											\$50,000
Upper Darby Borough		\$33,750										\$33,750
Upper Darby Township					\$60,000							\$60,000
Bridgeport Borough	\$43,000											\$43,000
Cheltenham Township	\$60,000		\$60,000		\$48,000		\$3,665,000		\$60,000	\$14,000		\$3,907,000
Conshohocken Borough		\$48,600		\$36,900				\$37,556	\$61,000	\$172,000		\$356,056
Hatfield Borough					\$40,000							\$40,000
Jenkintown Borough		\$100,000	\$130,000				\$130,000	\$10,000		\$25,000		\$395,000
Lansdale Borough			\$80,000				\$866,020					\$946,020
Lower Merion Township	\$56,000			\$100,000	\$100,000		\$518,880		\$500,000		\$110,000	\$1,384,880
Narberth Borough		\$98,845			\$100,000							\$198,845
Norristown Borough		\$100,000					\$529,000					\$629,000
North Wales Borough				\$40,000								\$40,000
Pottstown Borough	\$40,000									\$136,000		\$176,000
Souderton Borough					\$100,000							\$100,000
Upper Moreland Twp.			\$38,250									\$38,250
Center City District					\$100,000							\$100,000
Neighborhoods Now					\$75,000							\$75,000
OARC					\$90,000							\$90,000
City of Philadelphia	\$246,000	\$301,000	\$350,000	\$325,000	\$360,000		\$4,713,600	\$1,100,000		\$1,100,000		\$8,495,600
PIDC					\$100,000							\$100,000
SCRUB					\$45,000							\$45,000
Tacony CDC					\$60,000							\$60,000
University City District					\$80,000							\$80,000
	<b>\$1,002,002</b>	<b>\$860,198</b>	<b>\$1,002,404</b>	<b>\$902,005</b>	<b>\$1,899,500</b>		<b>\$25,361,922</b>	<b>\$1,397,556</b>	<b>\$3,521,000</b>	<b>\$4,217,000</b>	<b>\$150,035</b>	

\* funding year includes two fiscal years \*\*on behalf of 2 or more municipalities

Source: DVRPC 2008

Figure 3: TCDI Investments in Philadelphia, DVRPC 2008

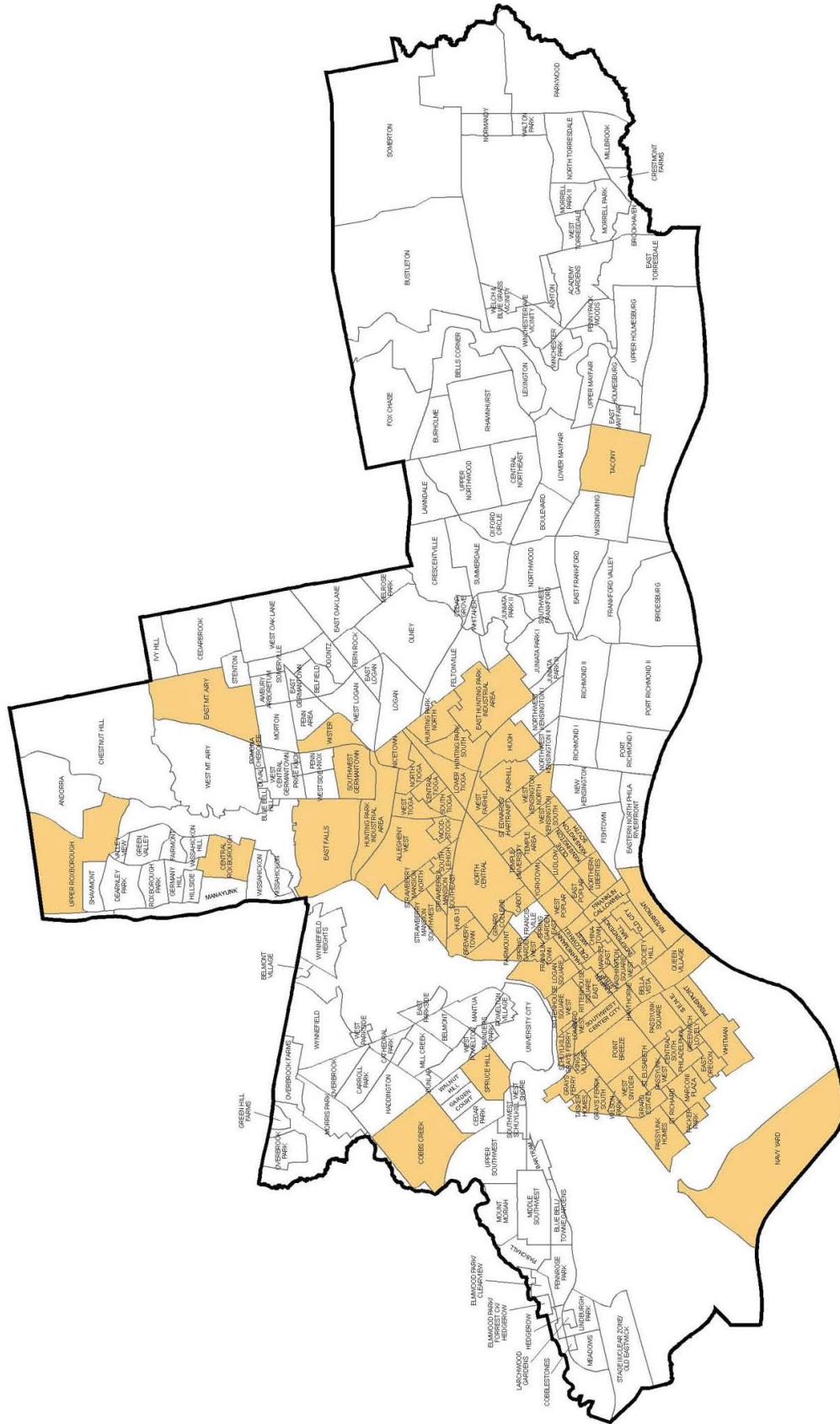
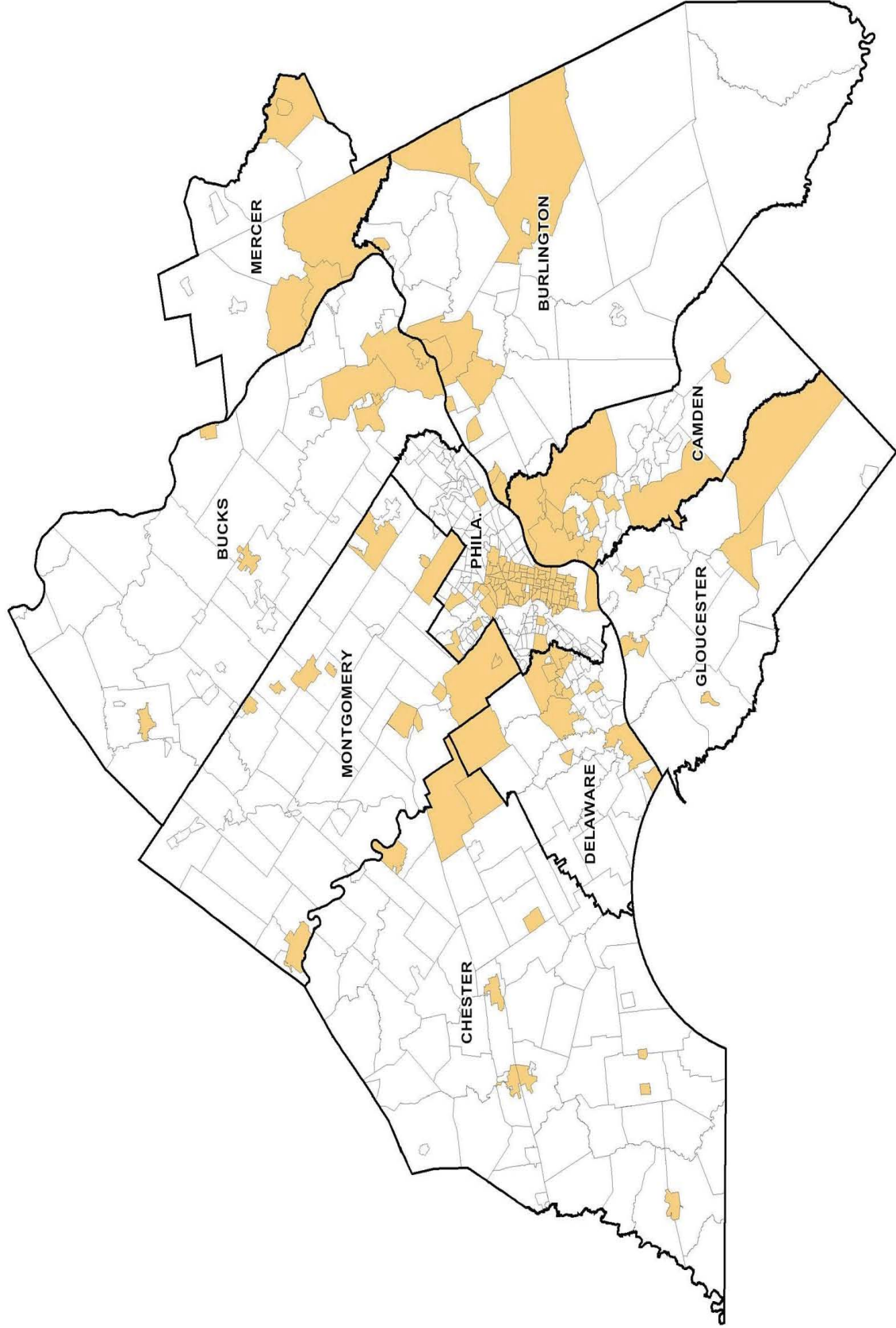




Figure 4: TCDJ Regional Investments, DVRPC 2008



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## Review Committees

The TCDI program was developed in cooperation with a steering committee that has guided the application criteria and selection of projects. DVRPC wanted participation from various groups in the region and as such, developed two separate review committees for applications from each respective state. Each review committee consists of representatives from the state departments of transportation, the state department of planning and/or economic development, a representative from academia, a representative from a nonprofit organization, and a citizen representative. For Fiscal Year 2009, a representative from the transit agencies will be added, since many of the TCDI projects involve rail or bus stations.

## TCDI PROJECT DELIVERY

Community involvement in the local planning and design process takes time and ample resources. TCDI projects have typically been awarded 24 months to complete their respective project; however in 2007, this amount of time was increased to 36 months to accommodate the 24-month application cycle. Several smaller communities do not have the staff to administer these grants in a timely fashion and contracting processes were taking from six to 12 months. Because of the contracting delays, communities were left with less time to complete the project.

The delivery of TCDI projects has been successful. To date, 35 percent of the projects in Pennsylvania and 65 percent of the projects in New Jersey have been completed. Approximately 45 projects have received implementation dollars through additional public and private sources. Many projects have been completed within 12 months although up to 36 months is allotted for each project by the respective state Departments of Transportation. Amendments to the project scope and local

governing body meetings have affected timely project completion. A few applicants have encountered challenges during the planning process such as increased costs, funding shortfalls, lengthy environmental review, and delays during the design phase.

## TCDI PROJECT HIGHLIGHTS

The TCDI program focuses on plan implementation by supporting development regulations and comprehensive plans that will permit new development to utilize regional infrastructure efficiently. Communities have utilized TCDI investments to create Business Improvement Districts; reevaluate regulatory documents such as zoning ordinances and comprehensive master plans; update design guidelines; develop plans for transit-oriented development; develop relationships with adjacent communities through inter-municipal planning; and prioritize capital transportation improvements. These plans have led, in some cases, to larger capital projects.

## Updated Regulatory Documents

Since 2002, 13 percent of TCDI projects have involved a change to zoning codes and/or comprehensive plans permitting for mixed use districts and limiting further highway commercial sprawl.



Figure 5: Haddonfield received a 2007 TCDI grant to develop a form-based code.

In Pennsauken Township, the waterfront master plan included new zones for higher density mixed uses. Figure 6 shows the study area for the waterfront plan with a focus on higher density uses on Petty's Island. The City of Philadelphia updated their zoning code to encourage mixed uses at high activity nodes as well as underutilized parcels of land. Haddonfield Borough will become one of the first communities in the region to develop a form-based code. This will enable the community to maintain its historic quaint charm, while attracting new infill development for their commercial district.

### Transit-Oriented Development (TOD)

In recent years, a major policy focus for DVRPC as well as the New Jersey and Pennsylvania Departments of Transportation and transit providers, has been the promotion of transit-oriented development (TOD). TOD is a major focus of the region's *Destination 2030* plan, as well as supporting state, county and local policies. Areas around rail stations are targeted for redevelopment and included as a TCDI-eligible activity in 2005.

TOD plans account for 20 percent of the TCDI projects that have been approved since 2002. These plans have helped communities in New Jersey to be designated as Transit Villages. In 2003, Collingswood Borough was awarded



Figure 6: TCDI funds supported the Pennsauken Waterfront Master Plan which focused on the waterfront area and Petty's Island.



Figure 7: Haddon Avenue in Collingswood. The Heart of Collingswood focused on this main corridor.

this designation after the completion of the Heart of Collingswood plan that called for higher density development in the downtown and better pedestrian access to the train station. Other Transit Villages that have received TCDI funds include Riverside Borough and Burlington City.

The Borough of Marcus Hook was awarded a TCDI grant in 2002 to work on a mixed-use transit-oriented development plan for a 6.8 acre site owned by the Borough and AMTRAK. The project gained support and the Borough also received a \$60,000 Transit Revitalization Investment District (TRID) grant from the Commonwealth of Pennsylvania to continue planning for high density development around the train station. In 2004, DVRPC leveraged the TRID grant with a second TCDI grant. The Borough is currently working with a developer to implement the plan. In 2007, DVRPC awarded the Philadelphia nonprofit, NeighborhoodsNow TCDI funds to develop TOD zoning classifications with the City of Philadelphia to enable development of abandoned parcels near transit stations throughout the City. In 2007, DVRPC also provided TCDI funds to the Ogontz Avenue Revitalization Corporation (OARC) to develop a

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plan that will build on the neighborhood's strength as a transit accessible community.

### Multi-Municipal Plans

DVRPC encourages the use of TCDI funds for multi-municipal projects such as corridor plans, economic development plans or shared services agreements. Approximately 10 percent of TCDI projects have been used for multi-municipal efforts. The Borough of Barrington received two grants to continue work with the White Horse Pike Economic Development Coalition (Barrington, Lawnside, Stratford, Clementon, Lindenwold, Magnolia, and Somerdale) to identify areas of shared concern and to develop a regional revitalization plan for the White Horse Pike corridor. The first TCDI grant in 2003 was used to identify opportunities and constraints for redevelopment. A follow-up grant in 2007 will develop a land bank to be used to attract prospective developers.

Three of DVRPC's member counties- Bucks, Camden, and Mercer- have applied for grants on behalf of several municipalities and have taken the lead on multi-municipal planning projects. In 2007, Camden County received a TCDI grant for economic development planning along the Black Horse Pike and a grant to study the feasibility of revitalizing the Golden Triangle in Cherry Hill and Pennsauken Townships. In Pennsylvania, Upper Darby Township

received two multi-municipal TCDI grants in 2002. The first funded a joint study for the Market Street Gateway in Upper Darby and Millbourne. This project later received construction funding through DVRPC's Transportation Improvement Program (TIP). The second grant funded a study of the Fernwood Train Station working with Upper Darby and Yeadon Borough.

### Transportation Improvements

The Borough of Lansdowne has received TCDI funds for several needed transportation enhancements projects. Applying on behalf of the Eastern Delaware County Council of Governments (COG), Lansdowne was awarded two grants in 2004 to look at traffic design along Baltimore Pike in order to develop a plan for strategic infill opportunities. This study provided the needed analysis for traffic flow and road design to help with congestion issues near older strip malls. Lansdowne and other communities along Baltimore Pike can now solicit retailers to reinvest in these older shopping centers, because improvements to the road infrastructure have provided for better access to the mall. The City of Coatesville received TCDI funds in 2004 to study a new configuration of roads within their downtown. To help spur redevelopment, the City needed to provide access from the highway directly to the transit station. The Coatesville station is a commuter station for AMTRAK passengers traveling to Philadelphia or Lancaster and city officials are seeking restoration of SEPTA service in the near future. The study also provided for streetscape enhancements to the waterfront area. Figure 7 is an illustration of what a new riverwalk would look like with the new train station.



Figure 8: Rendering of Riverwalk, City of Coatesville.

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## LESSONS LEARNED

DVRPC and project applicants have learned many lessons through the TCDI program about how to deliver plans through a coordinated process. Lessons learned include:

- Local participation from community leaders and residents are needed to guide projects;
- Partnerships between local government, transportation providers, regional stakeholders and private corporations are critical throughout the planning and delivery of costly transportation projects;
- Involving the public from the beginning is critical for community support for any planned infrastructure improvement;
- Innovation and flexibility are needed to challenge conventional planning standards and lack of funding in order to deliver plans that lead to revitalization and safer communities.

DVRPC will continue to work with the region's municipalities and the funding agencies to apply these lessons through the TCDI program and other areas of DVRPC's work.



APPENDIX I  
TCDI ELIGIBLE AREAS





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**Burlington County**

Beverly City  
Bordentown City  
Bordentown Township – 7015.01\*  
Burlington City  
Burlington Township – 7011.03, 7011.04,  
7011.05  
Chesterfield Township – 7018.02  
Cinnaminson Township  
Delanco Township  
Edgewater Park Township  
Evesham Township – 7040.06  
Fieldsboro Borough  
Florence Township –7013.01, 7013.02,  
7013.03\*  
Mansfield Township – 7014.01\*  
Maple Shade Township  
Medford Lakes Borough  
Mount Holly Township  
New Hanover Township  
Palmyra Borough  
Pemberton Borough  
Pemberton Township – 7022.05, 7022.06  
Riverside Township  
Riverton Borough  
Westampton Township  
Willingboro Township  
Wrightstown Borough

**Camden County**

Audubon Park Borough  
Audubon Borough  
Barrington Borough  
Bellmawr Borough  
Berlin Borough – 6087\*  
Berlin Township  
Brooklawn Borough  
Camden City  
Cherry Hill Township  
Chesilhurst Borough  
Clementon Borough  
Collingswood Borough  
Gloucester City  
Gloucester Township  
Haddon Township  
Haddonfield Borough  
Haddon Heights Borough  
Hi-Nella Borough  
Laurel Springs Borough  
Lawnside Borough  
Lindenwold Borough  
Magnolia Borough  
Merchantville Borough  
Mount Ephraim Borough  
Oaklyn Borough  
Pennsauken Township

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Pine Hill Borough – 6085.03  
Runnemede Borough  
Somerdale Borough  
Stratford Borough  
Voorhees Township – 6075.01, 6075.02\*,  
6075.03  
Waterford Township – 6089.01\*  
Winslow Township – 6092.02  
Woodlynne Borough

**Gloucester County**

Deptford Township – 5011.02, 5011.06  
Glassboro Borough – 5014.02, 5014.03  
Monroe Township – 5016.04  
National Park Borough  
Newfield Borough  
Paulsboro Borough  
Pitman Borough  
Swedesboro Borough  
Washington Township – 5012.06  
Wenonah Borough  
Westville Borough  
Woodbury City  
Woodbury Heights Borough

**Mercer County**

East Windsor Township  
Ewing Township  
Hamilton Township

Hightstown Borough  
Hopewell Borough  
Lawrence Township – 31, 32.02  
Pennington Borough  
Princeton Borough  
Princeton Township- 42.04\*  
Trenton City  
West Windsor Township – 43.01, 43.07\*

**Bucks County**

Bensalem Township  
Bristol Borough  
Bristol Township  
Chalfont Borough  
Doylestown Borough  
Doylestown Township- 1046.01\*, 1046.03\*,  
1046.04\*  
Dublin Borough  
Falls Township  
Hulmeville Borough  
Ivyland Borough  
Langhorne Borough  
Langhorne Manor Borough  
Lower Makefield Township – 1055.05\*,  
1055.06\*, 1055.07\*  
Lower Southampton Township  
Middletown Township  
Morrisville Borough

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New Britain Borough	Kennett Square Borough
New Hope Borough	Kennett Township
Newtown Borough	Malvern Borough
Perkasie Borough	Modena Borough
Penndel Borough	New Garden Township
Quakertown Borough	Oxford Borough
Richlandtown Borough	Parkesburg
Riegelsville Borough	Phoenixville Borough
Sellersville Borough	South Coatesville Borough
Silverdale Borough	Spring City Borough
Telford Borough	Tredyffrin Township – 3001.03*, 3001.04*, 3001.08*, 3001.09*
Trumbauersville Borough	Valley Township
Tullytown Borough	West Bradford Township – 3038.02*
Upper Southampton Township	West Chester Borough
Warminster Township	West Grove Borough
West Rockhill Township	West Whiteland Township – 3022.02*, 3022.03*, 3022.04*
Yardley Borough	Willistown Township – 3003.03*
<b>Chester County</b>	<b>Delaware County</b>
Atglen Borough	Aldan Borough
Avondale Borough	Brookhaven Borough
Caln Township – 3042.01*, 3042.02*	Chester Township
Coatesville City	Chester City
Downingtown Borough	Clifton Heights Borough
East Caln Township – 3040*	Collingdale Borough
East Whiteland Township – 3021.02*	Colwyn Borough
Easttown Township – 3002.01*	
Honey Brook Borough	

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Darby Borough	Springfield Township
Darby Township	Swarthmore Borough
East Lansdowne Borough	Tinicum Township
Eddystone Borough	Trainer Borough
Folcroft Borough	Upland Borough
Glenolden Borough	Upper Darby Township
Haverford Township	Upper Providence Township – 4079.02*, 4079.03*
Lansdowne Borough	Yeadon Borough
Lower Chichester Township	<b>Montgomery County</b>
Marcus Hook Borough	Abington Township
Marple Township	Ambler Borough
Media Borough	Bridgeport Borough
Middletown Township- 4071.01*, 4071.02*, 4072.01*, 4072.02*	Cheltenham Township
Millbourne Borough	Conshohocken Borough
Morton Borough	East Greenville Borough
Nether Providence Borough	East Norriton Borough
Norwood Borough	Hatboro Borough
Parkside Borough	Hatfield Borough
Prospect Park Borough	Hatfield Township – 2007.03*, 2007.04*
Radnor Township	Jenkintown Borough
Ridley Township	Lansdale Borough
Ridley Park Borough	Lower Gwynedd Township – 2012.01*, 2012.03*, 2012.04*
Rose Valley Borough	Lower Merion Township
Rutledge Borough	Lower Moreland Township
Sharon Hill Borough	Montgomery Township – 2006.02*, 2006.03*

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Narberth Borough

Norristown Borough

North Wales Borough

Pennsburg Borough

Plymouth Township

Pottstown Borough

Rockledge Borough

Royersford Borough

Schwenksville Borough

Souderton Borough

Springfield Township

Telford Borough

Upper Dublin Township – 2014.06\*, 2014.07\*,  
2014.11\*

Upper Gwynedd Township – 2010.03\*,  
2010.04\*, 2010.06\*

Upper Merion Township

Upper Moreland Township

West Conshohocken Borough

West Norriton Township

West Pottsgrove Borough

Whitemarsh Township – 2030\*, 2031.05\*,  
2031.06\*

Whitpain Township – 2032.05\*, 2032.07\*

## **Philadelphia County**

City of Philadelphia

**\* Areas added due to their proximity to  
transit stations**



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## **PUBLICATION ABSTRACT**

**Title of Report:** Transportation & Community Development Initiative (TCDI): 2008 Program Evaluation

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**Date Published:** March 2008

**Geographic Area Covered:** Nine-county region

**Key Words:** Transportation and Community Development Initiative (TCDI), redevelopment, revitalization, transportation network, transit-oriented development, streetscape, economic development, developed communities, business improvement districts, traffic calming, planning, feasibility, *Destination 2030*.

**Abstract:** Begun in 2002, the Transportation and Community Development Initiative (TCDI) is a grant program of the Delaware Valley Regional Planning Commission (DVRPC) that supports local development and redevelopment efforts by individual municipalities to implement municipal, county, state, and regional planning objectives. The TCDI program provides a mechanism for municipalities to undertake locally-directed action to improve their communities, which in turn implements their local and county comprehensive plans while supporting the goals and vision of the long range land use and transportation plan, *Destination 2030*.

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