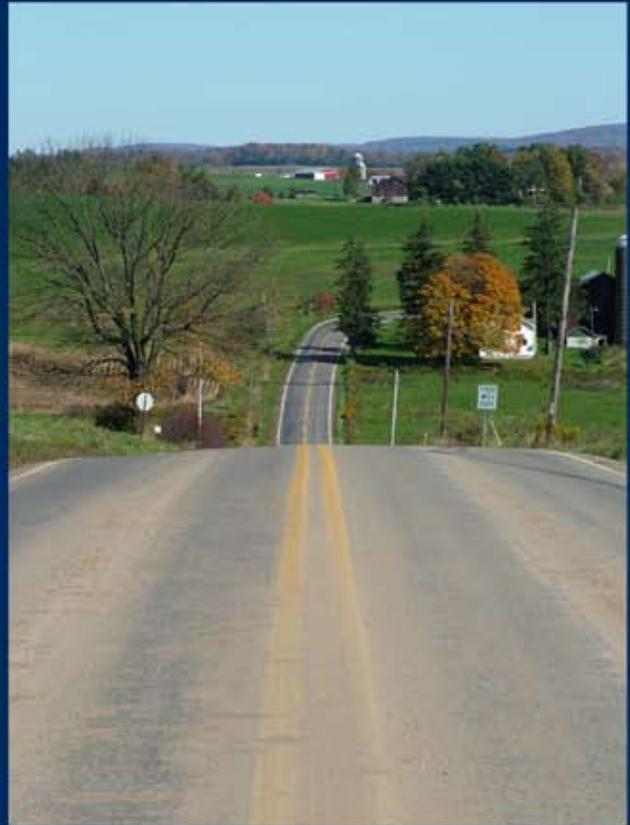


PennDOT's 2008

Sound Land Use Implementation Plan

Building a Strategic Agenda for Smart Transportation



Edward G. Rendell, Governor
Allen D. Biehler, P.E., Secretary of Transportation

Pub 572 (4-08)



For more information regarding PennDOT's Sound Land Use Program, visit www.dot.state.pa.us/Internet/Bureaus/CPDM.nsf/LandUseHomepage



Prepared by PB

Letter from the Secretary

Dear Pennsylvania Resident:

2007 was a significant year in engaging PennDOT's internal and external partners in the Smart Transportation process. Most notable was a series of workshops held to identify areas where PennDOT can most effectively focus its efforts in advancing a strategic agenda for Smart Transportation.

PennDOT's Long-Range Transportation Plan, the Pennsylvania Mobility Plan, was also realized in 2007, with the plan's implementation activities integrated with the Department's strategic and business planning processes. The actions not only unify the priorities pursued by PennDOT, but also focus on how time and money are to be invested to strike a balance among quality of life, efficient land use, environmental stewardship, security, etc.—all essential ingredients of Smart Transportation.

The 2008 Sound Land Use Transportation Plan will continue to serve as a monitoring tool for land use and Smart Transportation-related activities in Pennsylvania. This year's plan provides an update on the land use-related activities in which PennDOT has been engaged, and begins to solidify the relationship between these activities and the Smart Transportation priorities identified during the workshops.

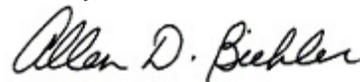
Smart Transportation at PennDOT is more than just a popular phrase—it is being integrated into existing policies and processes, and shaping the way PennDOT does business. I invite you to read through this report, and learn more about the activities that are underway. Each of the actions

identified reflects in some way the dedication of PennDOT and its partners to sound land use and the variety of results that are anticipated.

PennDOT remains committed to developing and implementing innovative transportation solutions with the help of partners and stakeholders. We look forward to building on the successes of our Smart Transportation initiatives, and welcome you to join us in advancing infrastructure projects that will positively affect quality of life and address the transportation needs of Pennsylvanians.

Thank you for your continued interest in Smart Transportation and support of PennDOT.

Sincerely,



Allen D. Biehler, P.E.
Secretary of Transportation
Commonwealth of Pennsylvania
April 2008

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Introduction

Introduction

Building on the linkages between land use and transportation

The past several years have seen the development and/or release of several new initiatives within PennDOT, including the Mobility Plan, Right-sizing, and Linking Planning and NEPA. Inherent in all of these initiatives is the necessity to do more with less. Weaving these initiatives together is the commitment to integrate Smart Transportation into PennDOT's principles, policies, and actions.

In addition to its internally-focused programs, PennDOT is continuing to partner with other state agencies to build upon the relationship between transportation and land use. PennDOT continues to work toward achieving the actions identified in the Commonwealth Action Plan resulting from the 2003 Conference on Transportation and Land Use for Economic Development.

Partnering with other agencies continues to be a significant element of many of PennDOT's ongoing projects and initiatives. It is realized that the problems and solutions for moving people and goods are larger than transportation and extend beyond PennDOT. As reported in this document, PennDOT is working to increase outreach and support to municipalities, and strengthen the benefits from connecting local and regional plans.

These partnerships are also being carried out on a statewide level. Together with the Departments of Community and Economic Development (DCED), Environmental Protection (DEP), Conservation and Natural Resources (DCNR), and Agriculture (AG), PennDOT is working to improve the integration of transportation, land use, and economic development in Pennsylvania.

Many of the policies, investments, and actions PennDOT is undertaking are described in this seventh annual update of the Sound Land Use Implementation Plan. For the fourth year in a row, certain action items include targets and performance measures. As Smart Transportation policy continues to be implemented throughout PennDOT's existing functions, additional tools will be deployed to help measure success. As PennDOT's commitment to progress continues, having transportation and land use work together plays a huge role in the statewide partnership to generate economic growth, improve quality of life, and support sustainable land use practices.

Pennsylvania's Sound Land Use Milestones

July 1997

Executive Order (E.O.) 1997-4 established 21st Century Environment Commission

January 1999

"Land Use Planning" E.O. 1999-1 issued and Interagency Land Use Team commenced

May 1999

PennDOT Sound Land Use Strategies (SLUS) Team formed

January 2000

Pennsylvania's Long-Range Transportation Plan, "PennPlan MOVES," published

June 2000

Acts 67 and 68 amend Municipalities Planning Code (MPC)

August 2000

Governor's Center for Local Government Services of the Department of Community and Economic Development (DCED) released the "Interagency Land Use Team Supplementary Report" calling for agency implementation plans

November 2000

First PennDOT Sound Land Use Implementation Plan published

May 2003

"Conference on Transportation and Land Use for Economic Development" held, sponsored by DCED, DEP, DCNR, and PennDOT

February 2004

"Action Plan resulting from the May 2003 Conference" released by state agencies

May 2005

Nine Regional Conferences on Transportation and Land Use for Economic Development held across the state, building on the February 2004 Action Plan

June 2007

The Pennsylvania Mobility Plan is released with Smart Transportation as a major breakthrough

June 2007

Smart Transportation External Partner Workshop is held

October 2007

Smart Transportation Internal Staff Workshop is held

Integrating Smart Transportation into PennDOT's Principles, Policies, and Actions

PennDOT's efforts continue to be guided by Smart Transportation themes—a quality of life approach to transportation solutions which, similar to Smart Growth, supports economic, social, and environmental goals. The 10 interrelated Smart Transportation themes are a part of PennDOT's approach for keeping Pennsylvania's transportation network on a sustainable path. These 10 themes are:

- 1) Money counts
- 2) Choose projects with high value to price ratio
- 3) Enhance the local network
- 4) Look beyond level-of-service
- 5) Safety first, and maybe safety only
- 6) Accommodate all modes
- 7) Leverage and preserve existing investments
- 8) Build towns and not sprawl
- 9) Understand the context; plan and design within the context
- 10) Develop local governments as strong land use partners



As identified in the Mobility Plan, Pennsylvania's Long-Range Transportation Plan, as a "Breakthrough," PennDOT is utilizing a new approach to capital planning and project development. In practice, implementing Smart Transportation means that projects will be:

- Planned in a way that considers a host of factors, not solely transportation priorities.
- Designed using a "right-sizing" approach that addresses real needs in an appropriate and sustainable manner.
- Developed within the context of larger community and regional initiatives.

Embracing Smart Transportation is vital to making the most of limited funding. Smart Transportation emphasizes planning and designing projects to meet a clearly defined purpose and need as simply as possible, thereby conserving resources and enhancing the surrounding community. PennDOT will continue to advance numerous right-sizing initiatives including skill building, technology transfer between Central and District offices, and promoting associated cultural change, so that these concepts occur with greater frequency well in advance of final design.

A series of internal staff and external partner Smart Transportation workshops was held in 2007. Participants identified top areas needing attention:

- Understanding what Smart Transportation is.
- Addressing the reality that different entities are responsible for land use and transportation decisions.
- Planning for movement of both people and goods.
- Connecting local plans with regional plans.
- Aligning the Highway Occupancy Program and Smart Transportation.
- Determining how to measure success for Smart Transportation.



Integrating Smart Transportation into PennDOT's Principles, Policies, and Actions (cont'd.)

Many of the actions described in this report reflect Smart Transportation's more efficient approach to planning, designing, building, and maintaining projects, further stretching the benefit of transportation investments—but there is more to be done. PennDOT will be working throughout 2008 to address the five major categories of action that were identified at the two workshops, specifically in the areas of:

- Refining the definition for Smart Transportation.
- Developing a communications plan and related tools.
- Developing a training program for staff and partners.
- Revising the Highway Occupancy Permit (HOP) process.
- Implementing the Linking Planning and NEPA strategy.

Specific activities, including the development of the Smart Transportation Solutions Guidebook and the formation of PennDOT's Smart Transportation Action Team, will be underway in 2008 and reflect the desire to incorporate Smart Transportation principles into everyday decision-making for both internal and external partners.

Progress for these actions and others will be monitored through both the annual Sound Land Use Implementation Plan and Mobility Plan reporting, as the strategic agenda for Smart Transportation is further developed and integrated into PennDOT's business and long-range planning.

Smart Transportation will continue to be revisited in future updates of this plan, especially in how the policy is being translated to individual transportation projects, lessons learned, and success stories to be emulated.



|| Description of Report

Implementation of this Plan

Since 1999, PennDOT's Sound Land Use Strategy Team has made considerable progress toward incorporating land use considerations into its programs, policies, and activities.

PennDOT continuously evaluates its programs, policies, and procedures according to how well they guide the integration of sound land use principles. In the future this will be broadened to cover the Smart Transportation themes. This year's Implementation Plan presents the ongoing and near-future action items in a manner that clearly highlights linkages among various activities, and the progress made since the enactment of Pennsylvania's Land Use Planning Executive Order (E.O.) 1999-1.

Though the format and method of reporting on activities evolves with the annual updates, the three components required by E.O. 1999-1 remain fundamental to this year's plan:

1. Education of Agency Staff
2. Incorporation of Local Land Use Planning Into Agency Decisions
3. Identification of Actions Likely to Have Significant Impact on Land Use

The goals and results of the original plan are revisited each year, with the intent of increasing awareness of sound land use principles and the achievements of PennDOT. In the future, as Smart Transportation policy is developed and advanced, its strategic agenda will become fully integrated with the ongoing policies and actions, which will be reported on in this document.

How to Use this Report

The report has been reorganized this year into six broad topic areas that represent a combination of the components required by the Executive Order and the action items identified at the Department's Smart Transportation workshops. The first four areas are the same as the 2007 report. The last two are new to the 2008 report and reflect the Department's increased attention to working with local governments and considering all modes when developing transportation solutions.

- 1.0 Education and Training
- 2.0 Tools and Resources
- 3.0 Interagency Coordination
- 4.0 Reinvestment in Communities
- 5.0 Partnerships with Local Governments
- 6.0 Accommodate all Modes

Each section contains action items for land use-related strategies to be implemented during 2008. Performance measures and implementation targets have been identified for action items where tangible progress allows for measurement of the activity against a quantifiable target. In order to clearly report on PennDOT's progress, these measurable action items are reported in tables at the bottom of the pages on which they are described to show the reader at a glance whether the activity is completed, on schedule, or has fallen behind its target. The rating of the various activities is represented in the key below:

Key for Rating Action Items

✓	Target met
●	Target on schedule
✗	Target not met

A summary list of completed action items to date, and a table illustrating timeframes for completion of ongoing action items, are provided in the following pages.

| | Completed Tasks - A Highlight

2001

- ✓ Supported the statewide “Growing Smarter Conference.”
- ✓ Established a full-time Land Use Coordinator position at PennDOT.
- ✓ Published the “Greenway Action Plan.”
- ✓ Modified applications for items such as the Highway Occupancy Permit (HOP), Transportation Enhancements, and the Pennsylvania Infrastructure Bank to consider local land use planning.
- ✓ Reviewed and strengthened the Rail Freight Assistance Grant Review Process.
- ✓ Surveyed PennDOT’s 11 districts to establish a database of potential projects and/or issues that may significantly impact land use.
- ✓ Published the “Traffic Calming Handbook” and made it available to municipalities and others who wish to develop a well-organized traffic calming program.

2002

- ✓ Conducted an “Introduction to Land Use Planning Issues” seminar for District permitting staff.
- ✓ Released “The Final Report on Statewide Highway Access Management and Growth Accommodation,” identifying strategies to improve mobility and access to the state’s roadway network.
- ✓ Identified 17 congested corridors throughout the state as part of a “Congested Corridor Improvement Program,” in an effort to improve how the roadways function.
- ✓ Developed the “Partnering for Better Communities” Program as part of PennDOT’s aviation public involvement program.
- ✓ Evaluated and prioritized several intercity rail corridors as part of a Statewide Passenger Rail Needs Assessment with respect to their relative need and potential for development.
- ✓ Improved the HOP process to promote coordination between PennDOT District permitting staff and local jurisdictions.
- ✓ The Bureau of Aviation updated the State Aviation System Plan (SASP) under the Continuous Aviation System Plan (CASP) process.

2003

- ✓ Completed a walkability checklist for assessing a neighborhood’s walking safety and comfort. The checklist is available on PennDOT’s web site and in hard copy.
- ✓ Held a conference on Transportation and Land Use for Economic Development. The conference report and “Action Plan” resulting from the conference can be found at www.landuseinpa.com.
- ✓ Produced data sets, trends, and tools for statewide use as part of corridor-level intermodal transportation planning.

2004

- ✓ Completed the PennPlan Corridor Assessment Study to identify future trends and issues that may impact the PennPlan Corridors or the entire state.
- ✓ Released the “Sound Land Use Planning for Your Community: Model Ordinance Language for Addressing Traffic Noise” publication. This publication is available online at www.dot.state.pa.us/Internet/Bureaus/CPDM.nsf/LandUseHomepage.
- ✓ Conducted training for designers and planners throughout the state on the Bicycle/Pedestrian Checklist to enhance the opportunities for considering these modes in upcoming projects.

2005

- ✓ Held nine regional conferences on Transportation and Land Use for Economic Development across the state in May and June to develop goals and objectives necessary to reach regional visions for improving the integration of transportation, land use, and economic development.
- ✓ FHWA assessed PennDOT’s achievement of the bicycle/pedestrian goals outlined in TEA-21 and established milestones for PennDOT.
- ✓ As a signatory of the Chesapeake 2000 agreement, Pennsylvania was a member of the Transportation Workgroup of the

Chesapeake Bay Program Land, Growth, and Stewardship Subcommittee (LGSS).

- ✓ Partnered with the Department of Conservation and Natural Resources in the development of a State Greenways Plan.
- ✓ Developed strategies, guidelines, and a handbook for conducting community impact assessments.
- ✓ Finalized nine regional intelligent transportation systems (ITS) architectures, and provided information on ITS activities, needs, and ideas on a region-by-region basis to establish a framework for future ITS planning and programming activities.
- ✓ Initiated four right-sizing pilot studies: US Route 202, Section 700 in Bucks and Montgomery Counties; PA 41 in Chester County; Erie Bayfront project in Erie County; and PA 23 in eastern Lancaster County.
- ✓ The Interagency Land Use Team developed the “Interagency Letter of Understanding Regarding Consistency in Implementation of 2000 Amendments to Pennsylvania Municipalities Planning Code.” Secretary Biehler was one of 10 state agency signatories.
- ✓ Completed Airport Hazard Zoning and Land Use Compatibility Study.
- ✓ The Community Impact Assessment Handbook was published, providing a process to help evaluate the impacts of proposed transportation actions on a community and its quality of life. <ftp://ftp.dot.state.pa.us/public/bureaus/BEQ/finalciahandbook10-05.pdf>

2006

- ✓ “Access Management: Model Ordinances for Pennsylvania Municipalities Handbook” was updated and published. Training on the purpose and use of access management techniques was available through the Local Technical Assistance Program (LTAP).
- ✓ PennDOT’s Sound Land Use Implementation Plan and related initiatives were presented in poster sessions at the American Planning Association (APA) annual conference in San

Antonio, Texas and the Pennsylvania Planning Association (PPA) annual conference in Harrisburg.

2007

- ✓ Completed the Transportation Impact Fee Handbook that summarizes the pros and cons of using impact fees in Pennsylvania and outlines the process required by the Municipalities Planning Code to establish an impact fee ordinance. www.dot.state.pa.us/Internet/Bureaus/CPDM.nsf/CPMDHomepage?openframeset
- ✓ Rail Freight/Aviation Properties Directory Update completed providing a current listing of business and industrial properties at airports and areas served by rail. www.dot.state.pa.us/Internet/Bureaus/pdBRF.nsf/infoRFPWProperties?OpenForm
- ✓ Transportation and Land Use Toolkit developed as an educational package providing guidance on linking transportation and land use planning.
- ✓ PennDOT released its update to the statewide Long-Range Transportation Plan, the Pennsylvania Mobility Plan.
- ✓ Statewide Bicycle and Pedestrian Master Plan approved analyzing the existing system and outlining future maintenance and enhancements necessary to bring comprehensiveness to bicycle and pedestrian modes in Pennsylvania. www.dot.state.pa.us/Internet/Bureaus/pdBikePed.nsf/infoMasterPlanGoals?ReadForm&Click=
- ✓ Strike-off letter issued incorporating the Bicycle and Pedestrian Facilities Checklist into PennDOT’s Design Manuals. This checklist is now part of the needs analysis of all PennDOT construction and reconstruction projects. <ftp://ftp.dot.state.pa.us/public/pdf/BikePedTrainingManual.pdf>
- ✓ The PA Byways Guidance Manual was completed, describing the PA Byways Program and how communities can participate. www.dot.state.pa.us/Internet/Bureaus/CPDM.nsf/HomePageByways?OpenForm&AutoFrame&BaseTarget=main

Action Summary - At a Glance

Expected Completion

0-1 year 2-5 years Ongoing

1.0 Education and Training

0-1 year	2-5 years	Ongoing	
	○		1.1 Linking Planning and NEPA
		○	1.2 Right-sizing
○			1.3 Smart Transportation Action Team
○			1.4 Smart Transportation Solutions Guidebook
		○	1.5 Environmentally-Sensitive Maintenance

2.0 Tools and Resources

0-1 year	2-5 years	Ongoing	
○			2.1 MPO/RPO Long-Range Plan/Program Development
			2.2 Transportation and Comprehensive Planning Handbook
○			2.3 Transportation and Land Use Information Series
		○	2.4 Agility Initiatives
		○	2.5 Context-Sensitive Solutions *
		○	2.6 Pennsylvania Mobility Plan *
	○		2.7 Operations Planning
		○	2.8 Municipal Technical Assistance *
○			2.9 Statewide Airport System Plan (SASP) Update
		○	2.10 Bicycle and Pedestrian Development

3.0 Interagency Coordination

0-1 year	2-5 years	Ongoing	
		○	3.1 Keystone Principles & Criteria for Growth, Investment, and Resource Conservation
		○	3.2 Agency Coordination Meetings (ACMs)
			3.3 Interagency Support of Municipal Comprehensive Planning
		○	3.4 Work with Governor's Action Team (GAT)
		○	3.5 Collaborative Planning Initiatives

Action items marked with an asterisk (*) have an associated performance measure and implementation target.

Expected Completion
 0-1 year 2-5 years Ongoing

4.0 Reinvestment in Communities

		<input type="radio"/>	4.1 Transportation Enhancement Projects
	<input type="radio"/>		4.2 Transportation Funding and Reform Commission (TFRC) Recommendations
		<input type="radio"/>	4.3 Rail Freight Capital Budget Program
		<input type="radio"/>	4.4 Transportation Project/Land Use Planning Coordination Initiative
		<input type="radio"/>	4.5 Home Town Streets and Safe Routes to School Programs
		<input type="radio"/>	4.6 Pennsylvania Infrastructure Bank
		<input type="radio"/>	4.7 Rail Freight Assistance Program (RFAP)
		<input type="radio"/>	4.8 Transit Revitalization Investment District (TRID) Planning Study Funding

5.0 Partnerships with Local Governments

		<input type="radio"/>	5.1 Airport Hazard Zoning and Land Use Compatibility Plan Implementation
		<input type="radio"/>	5.2 Highway Occupancy Permits and Access Covenants
		<input type="radio"/>	5.3 Highway Transfer Program *
		<input type="radio"/>	5.4 Liquid Fuels Funding
		<input type="radio"/>	5.5 Aviation Public Involvement
		<input type="radio"/>	5.6 Land Use, Transportation and Economic Development (LUTED)
<input type="radio"/>			5.7 Pennsylvania Byways *

6.0 Accommodate all Modes

		<input type="radio"/>	6.1 Airport Master Plans *
		<input type="radio"/>	6.2 Yield to Pedestrian Channelizing Device Program
	<input type="radio"/>		6.3 Comprehensive Goods Movement Plan (CGMP)
		<input type="radio"/>	6.4 Intermodal Facilities

Action items marked with an asterisk (*) have an associated performance measure and implementation target.

1.0 Education and Training

1.1 Linking Planning and NEPA

Bureau of Design and Center for Program Development and Management

PennDOT is updating its transportation project development and environmental review procedures to reflect process enhancements and modifications required by federal legislation as well as PennDOT departmental initiatives and programs. From the planning phase through construction, the process is being made more efficient through early identification and coordination on key issues and through earlier consideration of National Environmental Policy Act (NEPA) items in the Planning phase, thereby streamlining project delivery. As part of this process, project proposals are now examined for consistency with the Keystone Principles and Criteria, Right-sizing, and Smart Transportation. The department will officially rollout the implementation process in 2008 along with related training.

1.2 Right-sizing

Center for Program Development and Management and Bureau of Design

The Right-sizing philosophy involves developing a “best fit” transportation program or project (all modes) that meets transportation needs and considers community and regional goals/objectives, quality of life concerns, economic development initiatives, fiscal constraints, and other social/environmental criteria. The philosophy of right-sizing should be carried through all planning, programming, and project development phases. Right-sizing does not dismiss meeting the project’s purpose, need, and objectives, but rather, helps shape the alternatives/options under consideration. It is an assessment of whether the project’s scope is cost-effective and efficient to accomplish. A Department Strike-Off Letter with the policy was published in 2007.

1.3 Smart Transportation Action Team

Bureau of Design

The Smart Transportation Action Team was formed in response to recommendations identified during two Smart Transportation workshops held in 2007. This Team develops and oversees an overall implementation plan to incorporate Smart Transportation principles and decision-making into the everyday business of PennDOT, and regularly reports to a Leadership Team on status and progress. The Ac-

tion Team is responsible for initiating five activities in 2008. These activities include:

- Refine the definition for Smart Transportation.
- Develop a communications plan and related tools.
- Develop a training program for staff and partners.
- Revise the Highway Occupancy Permit (HOP) process.
- Implement the Linking Planning and NEPA strategy.

1.4 Smart Transportation Solutions Guidebook

Bureau of Design and Center for Program Development and Management

The Smart Transportation Solutions Guidebook, a collaborative effort of PennDOT, NJDOT, and DVRPC, will be finalized and available for distribution in early 2008. This guidebook provides both designers and planners with useful information to improve the coordination of roadway improvements with community context. The guidebook offers suggested design criteria and other Smart Transportation recommendations. The Department will examine how to include the guidebook into both its planning and design policies and procedures.



1.5 Environmentally-Sensitive Maintenance

Bureau of Planning and Research

During 2007, PennDOT’s Local Technical Assistance Program offered 227 classes and trained 3,905 students. These students are elected and appointed municipal officials from throughout Pennsylvania. The training classes are on a wide variety of topics that are presented with a sensitivity to environmental concerns and issues. For example, students are exposed to best practices in the areas of vegetation control and management, dirt and gravel road maintenance, erosion control, bridge maintenance, and embankment stabilization.

2.0 Tools and Resources

2.1 MPO/RPO Long-Range Plan/Program Development

Center for Program Development and Management

PennDOT published “Developing Regional Long-Range Transportation Plans: A Guide for Pennsylvania Planning Partners” in 2006. This document provides Metropolitan and Rural Planning Organizations a framework to strengthen the long-range transportation plan and to better coordinate planning in tandem with the state, neighboring regions, and localities. The document will be updated in 2008 to reflect revisions to state planning requirements and the current policy directions of PennDOT and other state agencies. The 2006 document is available on the PennDOT website at: <ftp://ftp.dot.state.pa.us/public/Bureaus/Cpdm/FinalLRTPGuide.pdf>.

2.2 Transportation and Comprehensive Planning Handbook

Center for Program Development and Management

As the fourth of a series of transportation handbooks for Pennsylvania municipalities, the Transportation and Comprehensive Planning Handbook will be developed in 2008. This handbook will serve as a reference guide for local governments in preparing comprehensive plans that better link transportation needs with the future vision for their community. Other handbooks available on the web include access management, transportation impact fees, and noise compatibility. www.dot.state.pa.us/Internet/Bureaus/pdBRF.nsf/Comprehensive%20Rail%20Freight%20Study?ReadForm&Click=

2.3 Transportation and Land Use Information Series

Center for Program Development and Management

In 2008, PennDOT will provide a series of fact sheets for use by municipal officials and other leaders. These fact sheets will be housed on the Department’s website and will offer information on various transportation and land use topics, including Transportation Impact Fees, Transit-

Oriented Development (TOD), and Traditional Neighborhood Design.

2.4 Agility Initiatives

Bureau of Municipal Services

The first impression most people (about 125 million annually) form about Pennsylvania is based on the aesthetic conditions of our highways. To date, the award-winning Pilot Roadside Beautification Project has established and recruited private, public, and non-profit groups to maintain nine appealing gardens which are located along state highway right-of-ways for the enjoyment and safety of the traveling public. Products of note are: Publication 461-A, a layperson’s guide on how to work with PennDOT to beautify their local communities; Publication 461, which outlines vegetation appropriate for planting in various areas of Pennsylvania; and an interactive CD entitled Beautify PA Safely which explains how volunteers can stay safe while beautifying our highways.

2.5 Context-Sensitive Solutions

Bureau of Design

Developing Context-Sensitive Solutions (CSS) involves taking a proactive approach to transportation planning, design, and implementation that considers the broad influence of roadways in enhancing communities and natural environments. The focus is on transportation system users, communities, and the surrounding environment, whether it is urban, suburban, rural, and/or scenic or historic. Context-Sensitive Design was originally an initiative of the Federal Highway Administration (FHWA), aimed at improving the way highway projects across the U.S. are developed, constructed, and maintained. PennDOT has embraced FHWA’s guidance and continues to provide CSS training and resource materials to Department staff and other transportation professionals. More information and project highlights can be found through PennDOT’s website: 65.207.30.22/css/www/.

	Action Item	Lead Sections/ Owner	Performance Measure	Implementation Target	Rating
2.5	Provide CSS training to staff and others	Bureau of Design	Number of design staff trained in CSS	Train at least 50 people in PennDOT and various design-related professionals in 2008	●

2.0 Tools and Resources (cont'd.)



2.6 Pennsylvania Mobility Plan
Center for Program Development and Management
 The Pennsylvania Mobility Plan was completed in 2007 and serves as the Commonwealth’s long-range transportation plan. The plan is a decision-making tool to guide future transportation investments and ultimately improve the linkage between transportation, land use, economic development, and environmental stewardship. Several supporting reports are under development including a State of the System Report planned for release in 2008 as part of the Mobility Plan’s integration with the Department’s Strategic Agenda and business planning efforts. The Plan’s Executive Summary, Direction Document, and User’s Guide are available on the web at www.pamobilityplan.com.

2.7 Operations Planning
Center for Program Development and Management and Bureau of Highway Safety and Traffic Engineering (BHSTE)
 PennDOT has recently developed the Transportation Systems Operations Plan (TSOP) Update 2007 which builds on the foundational 2005 TSOP report. TSOP 2007 focuses on highlighting the current program’s achievements and new statewide directions. Projects include Intelligent Transportation System (ITS) deployments, as well as operations policy development and planning efforts.

During 2007, Pennsylvania’s nine operations regions mainstreamed operations by developing and executing their own Regional Operations Plans (ROPs). In constructing the ROP, each region used TSOP as a starting point, but “rightsized” short and long-term projects to its own specific local needs. These planning efforts support smart transportation by implementing technology and other improvements to minimize congestion, rather than solely focusing on capacity-adding solutions. TSOP statewide projects and ROP priorities will continue to be implemented in the coming year. TSOP and ROP information can be found at <http://pait.org>.

Action Item	Lead Sections/ Owner	Performance Measure	Implementation Target	Rating
2.6 Advance the implementation of Pennsylvania’s Long-Range Transportation Plan	Center for Program Development and Management	Prepare and distribute the following Mobility Plan documents on an annual basis:		
		(1) Dashboard Report	(1) November 2007	✓
		(2) State of the System Report	(2) December 2008	●
		(3) Progress Report	(3) June 2009	●

2.8 Municipal Technical Assistance
Bureau of Planning and Research and Bureau of Municipal Services

One-on-one technical assistance was provided through the Local Technical Assistance Program (LTAP) to 320 municipalities in 2007. This technical assistance was split between maintenance topics which accounted for 60 of the assists, with the remaining 260 technical assists being on safety-related topics. Many of the technical assistance visits were actually made on-site, in the municipality requesting the assistance. Other responses were made via telephone or email. On-site visits provided assistance on signing concerns, pavement issues, and drainage topics as well as many other maintenance and safety challenges.

2.9 Statewide Airport System Plan (SASP) Update
Bureau of Aviation

SASP provides a framework for Pennsylvania aviation and is a valuable tool for the Bureau of Aviation as they promote and preserve the Commonwealth's aviation resources. In an effort to ensure critical elements of this plan reflect the most current data, the SASP was completed in December 2007 and includes: 1) Enhancements to the Airport Classification structure 2) An evaluation of Pennsylvania National Plan of Integrated Airport System (NPIAS) airports, 3) A new method for evaluating the benefits of potential aviation investments, and 4) A recommended method to identify ideal aviation funding levels. www.dot.state.pa.us/Internet/Bureaus/pdBOA.nsf/AviationHomepage?openframeset

2.10 Bicycle and Pedestrian Development
Bureau of Highway Safety and Traffic Engineering (BHSTE)

Advancing the goals of bicyclists and pedestrians is a continuous and varied effort of PennDOT. A range of projects has been initiated through collaboration with regional and community partners in bicycle and pedestrian development. For 2007, PennDOT continued to integrate bicycle and pedestrian modes into the transportation development processes, promote sidewalk construction and use, develop techniques for addressing the intermodal needs of cyclists and pedestrians, provide training courses in both general pedestrian transportation facilities design and ADA facilities design, and include land use awareness in training conducted by the Bureau of Highway Safety and Traffic Engineering, among other initiatives. For 2008, PennDOT will continue its outreach to municipalities with the Walkable Communities Program. Also scheduled for 2008 is a new policy on sidewalk construction, a new policy on ADA accommodation, new enhancements in pedestrian signalization, and additional training on pedestrian facilities design.



	Action Item	Lead Sections/ Owner	Performance Measure	Implementation Target	Rating
2.8	Maintain regular contact with municipalities to review their needs	Bureau of Municipal Services	Biennial survey of all municipalities conducted	Maintain 50 percent response rate	●

3.0 Interagency Coordination

3.1 Keystone Principles & Criteria for Growth, Investment, and Resource Conservation
Center for Program Development and Management
PennDOT continues to implement the Keystone Principles & Criteria for Growth, Investment, and Resource Conservation as adopted by the Commonwealth in May 2005. These principles and criteria are being used by state agencies to guide investment and support local growth and economic development throughout Pennsylvania. PennDOT will continue to implement the principles and criteria throughout relevant funding programs. In addition, the principles have been included in TIP evaluation guidance for MPO/RPO use as part of the Department's Linking Planning and NEPA initiative. The Keystone Principles & Criteria can be found in the Appendix or at <ftp://ftp.dot.state.pa.us/public/bureaus/ProgCenter/KeystonePrinciplesandCriteria.pdf>

3.2 Agency Coordination Meetings (ACMs)
Bureau of Design
Environmental issues and mitigation alternatives will continue to be discussed and coordinated on a project-by-project basis through monthly ACMs, which bring together PennDOT staff and state and federal resource and regulatory agency representatives. The importance of ACMs will continue to be emphasized as PennDOT rolls out its updated Project Development Process in 2008 (see Action Item 1.1). Through ACM meetings held during the various planning phases, consultation on project alternatives and mitigation requirements can be coordinated as part of the long-range planning and TIP development processes.

3.3 Interagency Support of Municipal Comprehensive Planning
Center for Program Development and Management
PennDOT coordinates with DCED and other state agencies through the PennDOT Transportation Project/Land Use Planning Coordination Initiative to provide federal transportation planning funds to county and multimunicipal comprehensive planning efforts. These transportation planning funds can be used toward the development of the transportation element of the comprehensive plan. Two comprehensive plan efforts were funded in the 2007-2008 Coordination Initiative round.

3.4 Work with Governor's Action Team (GAT)
Bureau of Rail Freight, Ports & Waterways
PennDOT works closely with agencies such as DCED in coordination with PennPorts and the Governor's Action Team on the bio-fuels panel, economic coordinating permit reviews on rail grant projects, and participation on the Fuels Panel. Recently, PennDOT has started working with the Department of Agriculture as a member of the Governor's Renewable Energy Council. These partnership efforts help PennDOT coordinate economic development opportunities with rail access abilities for better freight movement throughout the Commonwealth.



3.5 Collaborative Planning Initiatives
Bureau of Rail Freight, Ports & Waterways and Center for Program Development and Management
Efforts are ongoing and expanding to move ahead with collaborative planning initiatives to build multi-jurisdictional, corridor-level, public/private partnerships. The Bureau is coordinating with MPOs, RPOs, PennDOT Districts, and other public and private entities (e.g., railroads) on goods movement efforts throughout Pennsylvania. It is important to continue this type of public/private coordination to encourage freight planning and implementation activities. Freight studies are currently being conducted by the Delaware Valley Regional Planning Commission, SEDA COG, the South Central PA Regional Goods Movement Task Force, and the Williamsport MPO. Others are also beginning to formulate plans to complete studies and develop long-term committees.

DVRPC's Delaware Valley Goods Movement Task Force

DVRPC's Delaware Valley Goods Movement Task Force is seen as a best practice in the area of collaborative planning, in terms of modes addressed, as well as the regional focus it has beyond just the MPO. These best practices include:

- Executive Leadership promoting direction, importance, agency-wide commitments, and collaboration.
- Data, Planning, and Shippers Subcommittees led by industry chairs spearheading private sector participation, enhancing support for MPO initiatives, and communicating with Task Force members.
- A designated champion mobilizing MPO resources, providing a focal point for the freight community, representing the agency and task force outside of the region, and demonstrating institutional commitment.
- Established meeting schedule, mailing list, and a recurring format.
- Provides recommendations for the Long-Range Plan, TIP, Work Program, Management Systems, Corridors Studies, ITS, and Travel Modeling and Forecasting which are transmitted to the proper Committees.



4.0 Reinvestment in Communities

4.1 Transportation Enhancement Projects
Center for Program Development and Management
With funding from the Federal Highway Administration, PennDOT's Transportation Enhancements Program has enabled projects totaling \$371 million to be awarded over the past decade, enhancing the quality of life in hundreds of communities across Pennsylvania. These projects focus on providing viable and appealing "alternative transportation" options, reducing dependence on motorized forms of transportation, and making it easier and more inviting for Pennsylvanians to get exercise.

Pedestrian and bicycle paths are among the Transportation Enhancement Projects that have been completed by local governments and non-profit corporations. The program has also funded historic preservation, transportation museums, and streetscapes that enrich lives and encourage people to explore sites on foot.

To ensure that funds produce results, the application process favors projects that are well scoped, adequately funded, and ready to be built. Applications can be completed and evaluated online, which simplifies the process for all entities and facilitates statistical analyses.



4.2 Transportation Funding and Reform Commission (TFRC) Recommendations
Center for Program Development and Management
Established by Governor Rendell to investigate and make recommendations to address transportation funding issues of the Commonwealth, the Pennsylvania Transportation Funding and Reform Commission issued its final report and recommendations in 2006. One of the five guiding principles for this work was that transportation must be integrated with land use; economic development; and environmental policies, programs, and goals. As outlined in the commission report executive summary, the commission recommends that PennDOT "Develop an incentive-based funding program to link land use and multimodal community investments through collaboration with partners including municipalities, Metropolitan Planning Organizations, Rural Planning Organizations, and other interested parties." The Department will form a work group in 2008 to investigate developing such a program in conjunction with ongoing efforts to further advance the Department's Strategic Agenda for Smart Transportation.

4.3 Rail Freight Capital Budget Program
Bureau of Rail Freight, Ports & Waterways
Since January 2007, twelve (12) Rail Technical Assistance Program (TAP) Capital Budget grants, totaling \$20 million, have been awarded for rail freight rehabilitation and construction projects. The projects, when complete, will ensure safety in operations, provide efficient and more reliable service to businesses on the rail lines, create economic development opportunities in the Commonwealth, and reduce long-haul truck traffic on highways. An additional \$5 million has also been appropriated for the current grant year Rail TAP grant program. The Bureau is now in the process of evaluating project applications for these additional grant monies.

4.4 Transportation Project/Land Use Planning Coordination Initiative
Center for Program Development and Management
 PennDOT provides federal transportation planning funds on an annual basis to planning partners for studies that help to coordinate transportation and sound land use planning. More than \$3.6 million has been provided for this initiative over the last seven years, with \$600,000 to be made available for FY 2008-09. Study requests should be made to the applicant's respective MPO or RPO. For more information, please visit PennDOT's Land Use web page, www.dot.state.pa.us/Internet/Bureaus/CPDM.nsf/LandUseHomepage.

Harrisburg Pike Land Use and Transportation Corridor Study

The purpose of this study is to develop a vision for the Harrisburg Pike that will accommodate the various planned projects along this corridor over the next 10 to 20 years. This corridor is one of several gateways into Lancaster City. Additional growth and development is anticipated in this area and will put additional traffic demand onto the existing highway. This transportation study is a year-long process, which will wrap up by early summer 2008 at which time the project team will release the findings. The meetings have involved many different stakeholders and have consisted of two public outreach meetings for the public to weigh in on the corridor. The Harrisburg Pike study corridor stretches from Lancaster City westward to State Road, which is Route 722, a distance of 4.5 miles. This stretch crosses several different municipalities. The corridor makeup contains commercial, retail, office buildings, retirement communities, and residential properties.

2008-2009 Transportation/ Land Use Coordination Initiative Studies:

- US 322 Corridor in Chester County from Downingtown to Lancaster County line
- Southeast Pennsylvania Regional Transportation, Land Use and Economic Development Intergration Strategy and Action Plan
- Delaware Valley Smart Growth Alliance support
- DVRPC Transportation and Community Development Initiative support
- Strategic Conservation Plan for Northern Tier's five-county region
- Northern Tier Multi-county Greenway Plan
- West Busway/Airport Corridor Transit Oriented Development Assessment
- Regional Growth Management Plan Update for Dauphin, Cumberland, and Perry Counties
- Northern York County Comprehensive Regional Plan



4.0 Reinvestment in Communities (cont'd.)

4.5 Home Town Streets and Safe Routes to School Programs

Center for Program Development and Management

The condition and character of Pennsylvania's many Main Streets through towns and cities are crucially important to attracting businesses, employees, and customers to town centers, and encouraging safe pedestrian activity. Similarly, the nature of the routes children travel to school influences how many students walk or ride a bike—and how safely they can do so. Encouraging students to walk to school reduces traffic congestion and enhances their health in the near- and long-term. To achieve these benefits, PennDOT established the Home Town Streets and Safe Routes to School Programs in 2004 to expend \$200 million on these types of projects. Several projects have been advanced through these programs, which continue to support quality of life enhancements. Specifically, the Home Town Streets program (HTS) funds streetscape improvements within a defined "downtown" area, including sidewalk improvements, planters, benches, street lighting, pedestrian crossings, transit bus shelters, traffic calming, bicycle amenities, signage, and other visual elements. Safe Routes to School, bolstered nationally by SAFETEA-LU, funds projects such as sidewalks, crosswalks, bike lanes or trails, traffic diversion improvements, curb extensions, traffic circles, raised median islands, and walking paths that make it safer for school children to travel to and from school.

For the 2004-2008 Home Town Streets/Safe Routes to School Program period, PennDOT funded 350 projects totaling over \$207 million, meeting its implementation target. Two notable examples include:

Lackawanna County - Scranton, PA

Providence Square Redevelopment Project: This streetscape project included sidewalk, underground vault, and beautification improvements at West Market Street in the City of Scranton. The project also included additional necessary street lighting.

A Phase II for this project is currently underway.

HTS award in the amount of: \$375,000
Project Sponsor: North Scranton Neighborhood/
Businessmen's Association

Dauphin County - Harrisburg, PA

State Street Streetscape Improvements: The goal of this project was to return the promenade between the State Capitol Building and the Susquehanna River to a grand vista that will serve to beautify the City and attract visitors.

HTS award in the amount of: \$1,000,000
Project Sponsor: City of Harrisburg



4.6 Pennsylvania Infrastructure Bank
Center for Program Development and Management
The Pennsylvania Infrastructure Bank (PIB) provides low interest loans to assist in funding transportation projects. The goal of the PIB is to leverage state and federal funds to accelerate priority projects and spur economic development. The PIB can be a useful community reinvestment tool for municipalities.

PIB loans can be used to leverage Home Town Streets/Safe Routes to School and other community projects such as bicycle/pedestrian improvements. The loans are available for highway, bridge, aviation, rail freight, and public transit projects. In 2007, 23 loans were approved with a total value of \$20.1 million. These loans leveraged an additional \$53.7 million of federal, state, local, and private funds.

4.7 Rail Freight Assistance Program (RFAP)
Bureau of Rail Freight, Ports & Waterways
Forty-three grants totaling \$10.4 million were awarded for rail freight rehabilitation and construction projects under the 2007 RFAP. The funded projects, when completed, are expected to create new jobs, maintain existing jobs, and help reduce the number of truck trips on the highways annually.

4.8 Transit Revitalization Investment District (TRID) Planning Study Funding
Center for Program Development and Management and Bureau of Public Transportation
Act 238 of 2004 promotes community revitalization and transit ridership around existing and planned transit stations by stimulating public/private partners to encourage private sector investment within the designated TRID area. As required by Act 238, planning studies must be undertaken to support the designation and implementation of a TRID. PennDOT assists the Department of Community and Economic Development (DCED) in the review and funding of TRID planning study applications. To date, the state has funded nine TRID studies. The Rochester Borough TRID study was completed in 2007. Guidelines for TRID study funding are available on DCED's website at www.newpa.com/download.aspx?id=819.



5.0 Partnerships with Local Governments

5.1 Airport Hazard Zoning and Land Use Compatibility Plan Implementation

Bureau of Aviation

Pennsylvania's Bureau of Aviation (BOA) continues efforts to increase the adoption of airport hazard zoning ordinances within the Commonwealth and encourage land development that is compatible with airport operations. These efforts have focused on conveying the importance of airport hazard zoning to those that could effect changes—local officials, representatives, and government associations. A recent PA Supreme Court ruling validated the mandatory nature of the Airport Zoning Act, and as a consequence has encouraged many municipalities to pursue the development of airport hazard zoning ordinances. The Bureau is committed to extending this trend into 2008 as they work with airport sponsors and their municipalities to achieve the ultimate goal—enactment of airport zoning ordinances that protect Pennsylvania's aviation resources.



5.2 Highway Occupancy Permits and Access Covenants

Bureau of Traffic Engineering and Operations

Limiting the number of driveways that connect to state highways improves safety and reduces traffic congestion. PennDOT works closely with municipalities to coordinate access management and related land use issues on state roadways. For example, the land use questionnaire (M950 MPC) was introduced in 2000 as both a requirement of the Municipalities Planning Code for local land use consideration and as a tool for reaching out to communities.

Since January 2004, when the access covenant was implemented (Chapter 7 of PennDOT Publication 170), PennDOT has been successful in requiring applicants for Highway Occupancy Permits to execute an access covenant. This enables PennDOT to prohibit future requests for additional access points along property frontage. As part of PennDOT's Smart Transportation initiative, the HOP process will be examined and revised to support Smart Transportation principles.

5.3 Highway Transfer Program
Bureau of Municipal Services

In Pennsylvania, nearly 40,000 miles of roadway are owned by the Commonwealth. In some cases, those roadways currently serve a local transportation function and are better suited to being under local jurisdiction. Through the Highway Transfer “Turnback” Program, PennDOT works with municipalities to identify the most appropriate ownership for roads and, when agreed upon, to transfer ownership of state highways to local governments. Putting municipal officials in control of the roads that are high importance to the community, supports Smart Transportation through closer coordination of planning, land use, and community investment decisions. PennDOT provides annual maintenance support to minimize the financial burden on municipalities. In 2006 that support was nearly doubled, to \$4,000 per mile, resulting in a more robust program. In 2007, 21.6 miles of roadway were turned back to local governments.

5.4 Liquid Fuels Funding
Bureau of Municipal Services

PennDOT’s Bureau of Municipal Services assists county and municipal governments in managing and prioritizing the use of funds they receive through Liquid Fuels Taxes and in identifying additional sources of revenue for specific projects. Allocations from Liquid Fuels Taxes can be used for reconstruction, maintenance, and repair of local roads and bridges. Eligible uses include other Smart Transportation themes such as land use-related applications including traffic calming activities and congestion management, crosswalks markings, environmentally-sensitive maintenance, promoting local land use planning, and reinvestment in older urban areas. In 2008, in addition to the \$301,918,000 in regular Liquid Fuel Funds, a total of \$35 million in Act 44 of 2007 funds will be distributed to local governments and counties.



Action Item	Lead Sections/ Owner	Performance Measure	Implementation Target	Rating
5.3 Reduce the number of state-maintained road miles through the Highway Transfer Program	Bureau of Municipal Service	Total turned-back miles	25 road miles turned back annually	×

5.0 Partnerships with Local Governments (cont'd.)

5.5 Aviation Public Involvement

Bureau of Aviation

The Bureau of Aviation actively and formally encourages the involvement of the public in the development of Pennsylvania's airports. Throughout the initial planning phase of Airport Master Plan development, public and stakeholder input is gathered through several Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) meetings. The committees are comprised of local residents, pilots, county and local officials, MPOs, RPOs, and PennDOT District staff. The TAC and CAC meetings aim to ensure that planned airport development is consistent and current with local, regional, and statewide transportation objectives. The public has another opportunity to discuss ideas and concerns with Bureau of Aviation planners, committee members, and community leaders individually during public information work fairs conducted during master plan development. Working with the community is essential to help ensure that planned airport development is consistent with local plans and visions.

5.6 Land Use, Transportation and Economic Development (LUTED)

Center for Program Development and Management

PennDOT is one of five state agencies (Agriculture, Conservation and Natural Resources, Community and Economic Development and Environmental Protection) involved in the LUTED regional planning process. Nine regions across the state are represented by rural and metropolitan planning organizations and are developing regional action plans to better coordinate land use and transportation decision-making for improved economic development opportunities. The regional action plans are expected to be finalized and ready for implementation in 2008.



5.7 Pennsylvania Byways

Center for Program Development and Management

As of January 2008 there are 15 State Highway routes designated as Pennsylvania Byways.

In support of local planning efforts, the Department will continue to designate Pennsylvania Byways to enhance and improve the visual quality of specific routes, and to maintain the qualities—natural, archaeological, cultural, scenic, historical, and recreational—that are most valued by the community.

Outreach to and education of municipal officials and local groups will take place in 2008 to provide training, using the Revised PA Byways Guidance Manual completed in 2007.

This manual includes an electronic form and process for municipal and local groups to use in nominating a particular corridor for inclusion in the program.

The goal of the byways manual is to encourage the inclusion of the Pennsylvania Byways and the Byways Program in County Comprehensive Plans and in Smart Growth, Land Preservation, and Context Sensitive Design initiatives. The Department will continue to partner with municipal and local groups to elevate these routes to obtain national scenic byways designation. The PA Byways Guidance Manual and other related resources can be found at: www.dot.state.pa.us/Internet/Bureaus/CPDM.nsf/HomePageByways?OpenForm&AutoFramed&BaseTarget=main.

Pennsylvania's Byways:

- Interstate 476, the Blue Route, in Delaware County (1993)
- Route 30, Exton Bypass, Chester County (1993)
- Routes 711 and 381, the Laurel Highlands Scenic Byway, Westmoreland and Fayette Counties (1996)
- Route 40, the National Road, Washington, Fayette and Somerset Counties (1996)
- Route 3011, which connects Route 6 with Kinzua Bridge in McKean County (2001)
- Route 144, Sproul State Forest, Clinton and Centre Counties (2002)
- Route 5 and Alternate Route 5, the Bayfront Parkway and Peninsula Drive, the Seaway Trail, in Erie County (2003)
- Grandview Avenue, McArdle Roadway, and Sycamore Street, Grandview in Pittsburgh (2003)
- The Governor Robert P. Casey Highway, Lackawanna County (2004)
- Route 120 in Clinton and Elk Counties, Bucktail Trail (2004)
- Routes 52 and 162, the Brandywine Valley Scenic Byway, Chester and Delaware Counties (2005)
- Route 92, the Viaduct Valley Way Scenic Byway, Susquehanna County (2005); expanded to include portions in Wyoming County (2007)
- Route 6, Gateway to the Endless Mountains, Wyoming County, (2005)
- Route 611, Little Creek Road and Belvidere Highway, Delaware River Valley Scenic Byway, Northampton County (2005)
 - Creek Road, the Lake Wilhelm Scenic Byway, Mercer County (2006)

	Action Item	Lead Sections/ Owner	Performance Measure	Implementation Target	Rating
5.7	Provide training to municipalities and local groups	Center for Program Development and Management	Conduct training on new guidelines and Byways Manual	Complete training by fall 2009	●

6.0 Accommodate all Modes

6.1 Airport Master Plans

Bureau of Aviation

PennDOT's Bureau of Aviation assists the owners of all public use airports in Pennsylvania in updating their Airport Layout Plans and supporting documents every five years according to federal requirements. While ensuring compliance with the Federal Aviation Administration (FAA), accurate and complete Airport Layout Plans (ALP) are important tools that support the Airport Master Plan process and other planning activities. In addition, an annual planning session is held to help airport sponsors develop their Twelve-Year Plan, which is a tool to program and fund airport development projects. The session encourages stakeholders to contribute to the airport planning process.



6.2 Yield to Pedestrian Channelizing Device Program

Bureau of Highway Safety and Traffic Engineering (BHSTE)

Since the program was launched in 2001, PennDOT has distributed approximately 4,500 Yield to Pedestrian Channelizing Devices (YTPCD) to municipalities. The devices are placed at non-signalized intersections and mid-block crosswalks to bring drivers' attention to crossing pedestrians. These devices can promote walkability in a community by enhancing safety for pedestrians. Over 700 devices were distributed in 2007. Demand is still strong and another 900 devices have been ordered for 2008, with the supply being replenished as needed. The program is managed and funded by BHSTE with substantial managerial assistance from the District bicycle and pedestrian coordinators.

	Action Item	Lead Sections/ Owner	Performance Measure	Implementation Target	Rating
6.1	Have current approved Airport Layout Plan (ALP) on file for all Advanced, Intermediate, and Basic public airports in Pennsylvania	Bureau of Aviation	Update all ALPs more than five years old including supporting documentation	80 percent complete	●

6.3 Comprehensive Goods Movement Plan (CGMP) *Bureau of Rail Freight, Ports & Waterways*

The Comprehensive Rail Freight Study and State Rail Plan were completed in 2003. Increasing congestion and demand on our transportation resources has made apparent the need for a Comprehensive Goods Movement Plan to address freight movement by all transportation modes in the Commonwealth that will:

1. Identify significant freight issues, trends, and forecasts, and the implications and impacts for the Commonwealth.
2. Advance an implementation package of multimodal and intermodal freight goals, strategies, and actions in partnership with carriers, shippers, economic developers, and other significant stakeholders.
3. Identify ways to improve freight development in support of Pennsylvania economic development.
4. Refine the Core PA Transportation System with respect to strategic freight facilities, and identify related short-term and long-term priority investments with a companion funding plan.
5. Comprehensively address the full range of institutional aspects of freight integration within PennDOT and its planning partners.

6.4 Intermodal Facilities

Bureau of Public Transportation

PennDOT is working to make public transit more accessible and coordinated with other modes. Constructing intermodal facilities brings multiple modes together in a central location, making connections easier for users and supporting sound land use strategies.

County of Lackawanna Transit System (COLTS) will start construction of their Intermodal Facility in May 2008. The facility will serve as a hub for COLTS, Martz Group inter-city buses, and the Steamtown National Park trolley excursions. In the future, COLTS hopes to serve commuter trains to Hoboken, New Jersey. The design is a replica of a 1900 train station. Estimated cost for the facility is \$12 million. The estimated completion date for construction is Summer 2009.

Hazleton Public Transit (HPT) plans to start construction of their Intermodal Facility in Spring 2008. The facility will serve as a hub for HPT and inter-city buses. Estimated cost for the facility is \$10 million. The estimated completion date for construction is Summer 2009.

In addition to public transportation intermodal facilities, PennDOT and its Planning Partners (MPOs/RPOs) are developing and improving other types of intermodal facilities. One example is DVRPC's Freight Planning Program. This program includes a number of freight planning efforts, including the National Highway Systems Connectors to Freight Facilities study and Good Neighbor Practices. Respectively, these tools identify and evaluate key first/last mile connector roads to/from 11 intermodal facilities, and a matrix of good planning practices to balance freight transportation and operations with community concerns. <http://www.dvrpc.org/transportation/multimodal/freight.htm>



Conclusion

Realizing the Benefits of Smart Transportation

PennDOT will continue to use Smart Transportation themes in its programs, policies, and actions. In terms of projects, these themes can be applied to corridor and access management, street design, network connectivity and capacity issues, preservation of open space and farmland, and developing the best transportation solutions for communities and regions. The growing recognition of transportation's relationship to global climate change and public health will also receive increased attention as the built environment can encourage or discourage alternative forms of transportation, such as walking, bicycling, and transit use.



PennDOT is fully invested in realizing the benefits of Smart Transportation and implementing improvements that all of Pennsylvania can learn from. Many of the pilot projects and initiatives have reinforced the importance of involving the public early and often in the planning process. Public involvement has encouraged coordination between municipalities, and an opportunity for open discussion about and education on Smart Transportation themes, in a variety of communities.



In 2008 PennDOT will further work to integrate Smart Transportation into its existing programs, policies, and actions. Champions and Pro-Teams will be established for internal and external assistance, additional financial incentives and flexibility will be offered to PennDOT's partners, and the Highway Occupancy Program will be better aligned with Smart Transportation. Education, both internal and external, will continue to take place, to build a common understanding on what Smart Transportation is and how it can be incorporated into a project, policy, or action.

Measuring success with Smart Transportation starts with the action items identified in this report. It continues with a process of building up buy-in, and enlisting help from a variety of partners, each identifying their own measure of Smart Transportation success in their project development and selection process.



Though these efforts will not be without challenges, with the help of PennDOT's diverse and numerous partners, the strategic agenda for Smart Transportation will serve as the cornerstone program for realizing the benefits of linking land use and transportation.

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Commonwealth of Pennsylvania Keystone Principles & Criteria for Growth, Investment, and Resource Conservation

The full text of the Keystone Principles & Criteria is available at: <ftp://ftp.dot.state.pa.us/public/bureaus/ProgCenter/KeystonePrinciplesandCriteria.pdf>

PREAMBLE

The Keystone Principles & Criteria for Growth, Investment, and Resource Conservation were adopted by the Economic Development Cabinet on May 31, 2005. They were developed by the Interagency Land Use Team, a working group of the Cabinet, over two years. The Principles & Criteria are designed as a coordinated interagency approach to fostering sustainable economic development and conservation of resources through the state's investments in Pennsylvania's diverse communities.

The Principles lay out general goals and objectives for economic development and resource conservation agreed upon among the agencies and programs that participated in their development. The Criteria are designed to help measure the extent to which particular projects accomplish these goals.

The Criteria do not replace agency program guidelines or criteria. Rather, at each agency's discretion, they will either be integrated into existing program criteria (preferable), or used as additional, favorable considerations in the scoring or decision-making process. The Principles & Criteria are designed to encourage multifaceted project development that will integrate programs and funding sources from a variety of state agencies, into a comprehensive strategy to address issues affecting whole communities.

There are two categories of criteria:

Core Criteria, where relevant, should be given primary consideration in all investment decisions made by Commonwealth agencies when making grants or loans to public or private projects using agency funds.

Preferential Criteria should be used by Commonwealth agencies in all programs to which they are applicable to evaluate projects and make decisions on grants or loans using agency funds. Projects are to be evaluated with the recognition that rural, suburban, and urban areas have different characteristics and needs, and that what might work in an urban area might not work in a rural area (the "Be Fair" standard).

Commonwealth of Pennsylvania Keystone Principles & Criteria for Growth, Investment, and Resource Conservation

1. Redevelop first
2. Provide efficient infrastructure
3. Concentrate development
4. Increase job opportunities
5. Foster sustainable businesses
6. Restore and enhance the environment
7. Enhance recreational and heritage resources
8. Expand housing opportunities
9. Plan regionally; implement locally
10. Be fair

Criteria for Growth, Investment, and Resource Conservation Implementing the Keystone Principles & Criteria

I. Core Criteria

1. Project avoids or mitigates high hazard locations (e.g., floodplain, subsidence, or landslide-prone areas).
2. Project/infrastructure does not adversely impact environmentally-sensitive areas, productive agricultural lands, or significant historic resources.
3. Project in suburban or rural area: Project and supporting infrastructure are consistent with multi-municipal or county and local comprehensive plans and implementing ordinances, and there is local public/private capacity, technical ability, and leadership to implement project.
4. Project in “core community” (city, borough, or developed area of township): Project is supported by local comprehensive vision and plan, and there is local public/private capacity, technical ability, and leadership to implement project.
5. Project supports other state investments and community partnerships.

Criteria for Growth, Investment, and Resource Conservation Implementing the Keystone Principles & Criteria

II. Preferential Criteria

1. Development/site location
2. Efficient infrastructure
3. Density, design, and diversity of uses
4. Expand housing opportunities
5. Increase job opportunities
6. Foster sustainable businesses
7. Restore/enhance environment
8. Enhance recreational/heritage resources
9. Plan regionally; implement locally

|| List of Terms and Acronyms

ACMs - Agency Coordination Meetings

ACMs are monthly meetings for PennDOT staff and state and federal representatives to discuss and coordinate environmental issues and mitigation alternatives.

ADA - Americans with Disabilities Act

The Americans with Disabilities Act was signed into law on July 26, 1990. The ADA is a wide-ranging civil rights law that prohibits, under certain circumstances, discrimination based on disability.

APA - American Planning Association

A non-profit public interest and research organization committed to advancing the art and science of planning to meet the needs of people and society.

CAC - Citizens Advisory Committee

A CAC typically gathers public and stakeholder comments and questions for projects or programs during their development, to provide input and help evaluate consistency and currency with local, regional, and statewide transportation objectives.

CIA - Community Impact Assessment

CIA is a process used by PennDOT to evaluate the impacts of proposed transportation actions on a community and its quality of life.

CSS - Context-Sensitive Solutions

CSS is an interdisciplinary approach to improve a transportation project that fits its physical and environmental setting while maintaining and enhancing communities and the natural environment.

DVRPC - Delaware Valley Regional Planning Commission

DVRPC is the interstate MPO for Philadelphia, Bucks, Montgomery, Delaware, and Chester Counties in Pennsylvania, and Mercer, Burlington, Camden, and Gloucester Counties in New Jersey.

DCED - Department of Community and Economic Development

Department of state government which fosters opportunities for businesses and communities to succeed and thrive in Pennsylvania.

FHWA - Federal Highway Administration

Agency of the U.S. Department of Transportation responsible for providing financial and technical support to the nation's roads and highways.

HOP - Highway Occupancy Permit

PennDOT is authorized under Chapters 441 and 459 of the State Highway Law to issue Highway Occupancy Permits for occupancy of state highway

right-of-way, including opening the surface, placing a facility or structure, or opening an access.

ITS - Intelligent Transportation Systems

An integrated system of technical devices to improve the efficiency of transportation services for a region.

LTAP - Local Technical Assistance Program

LTAP provides training and information to local governments on their transportation maintenance responsibilities.

MPO - Metropolitan Planning Organization

Identified in federal transportation authorization legislation as a forum for cooperative transportation decision-making and designated by the governor for metropolitan areas with population of at least 50,000. MPOs are PennDOT planning partners, and in cooperation with PennDOT and other transportation providers, are responsible for the preparation of a metropolitan transportation plan and a transportation improvement program.

NEPA - National Environmental Policy Act

Federal legislation passed in 1970 which mandates that environmental impacts of actions and alternatives to actions be considered for projects receiving federal funding.

Planning Partners

PennDOT works in partnership with regional planning entities throughout Pennsylvania; partners include the MPOs, RPOs, and Franklin County.

PPA - Pennsylvania Planning Association

Pennsylvania's chapter of APA.

RFAP - Rail Freight Assistance Program

PennDOT grant program which provides financial assistance for investment in rail freight infrastructure, preserving essential rail freight service where economically feasible, and stimulating economic development through the generation of new or expanded rail freight service.

Regional Freight Capital Budget Grants

PennDOT grants which provide investment in rail freight rehabilitation and construction projects.

ROP - Regional Operations Plan

Nine operations regions in Pennsylvania develop and execute their own ROP that describes short and long-term programs and projects to improve transportation options and fit specific local needs.

|| List of Terms and Acronyms (cont'd.)

Right-sizing

Right-sizing is PennDOT's "best fit" approach to design and construct projects that meet transportation needs and consider community and regional goals and objectives, quality of life concerns, economic development initiatives, fiscal constraints, and other social and environmental considerations. The purpose of right-sizing is to create a reasonable constructible and rightsized project alternative that balances costs and environmental and property impacts, while still satisfying the area's transportation, land use, and socioeconomic goals.

RPO - Rural Planning Organization

A rural area regional planning body that can consist of one or more rural counties or other jurisdictions, but does not include any metropolitan areas. RPOs are PennDOT planning partners with a modified list of planning requirements.

SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SAFETEA-LU authorizes the federal surface transportation programs for highways, highway safety, and transit for 2005-2009.

www.fhwa.dot.gov/safetealu/

SASP - Statewide Airport System Plan

The SASP provides a framework for Pennsylvania aviation. It includes enhancements to the Airport Classification structure, an evaluation of Pennsylvania National Plan of Integrated Airport System (NPIAS) airports, a new method for evaluating the benefits of potential aviation investments, and a recommended method to identify ideal aviation funding levels.

SEDA-COG - Susquehanna Economic Development Association-Council of Governments

SEDA-COG is the RPO for Centre, Clinton, Columbia, Juniata, Lycoming, Mifflin, Montour, Northumberland, Perry, Snyder, and Union Counties.

TRID - Transportation Revitalization Investment District

State legislation, Act 238 of 2004, gives state support to municipalities and transit agencies who partner to establish Transportation Revitalization Investment Districts to achieve transit-oriented development, redevelopment, and community revitalization.

TOD - Transit-Oriented Development

Mixed-use, higher density, pedestrian scale development centered around transit stops and transportation centers, usually within a one-quarter- to one-half-mile radius.

TEA-21 - Transportation Equity Act for the 21st Century

Federal authorizing legislation before SAFETEA-LU.

TFRC - Transportation Funding and Reform Commission

Nine-member commission created by Executive Order of Governor Rendell in 2005 to investigate and make recommendations concerning the state of transportation funding in Pennsylvania.

TIP - Transportation Improvement Program

A TIP is a program of transportation projects for highway/bridge and transit improvements. In Pennsylvania, TIPs cover a four-year timeframe and are developed by MPOs and RPOs in cooperation with PennDOT and other transportation providers. They are fiscally constrained by year, updated at least every two years, and conform to the State Implementation Plan for air quality and the air quality standards established by the Environmental Protection Agency (EPA), where applicable.

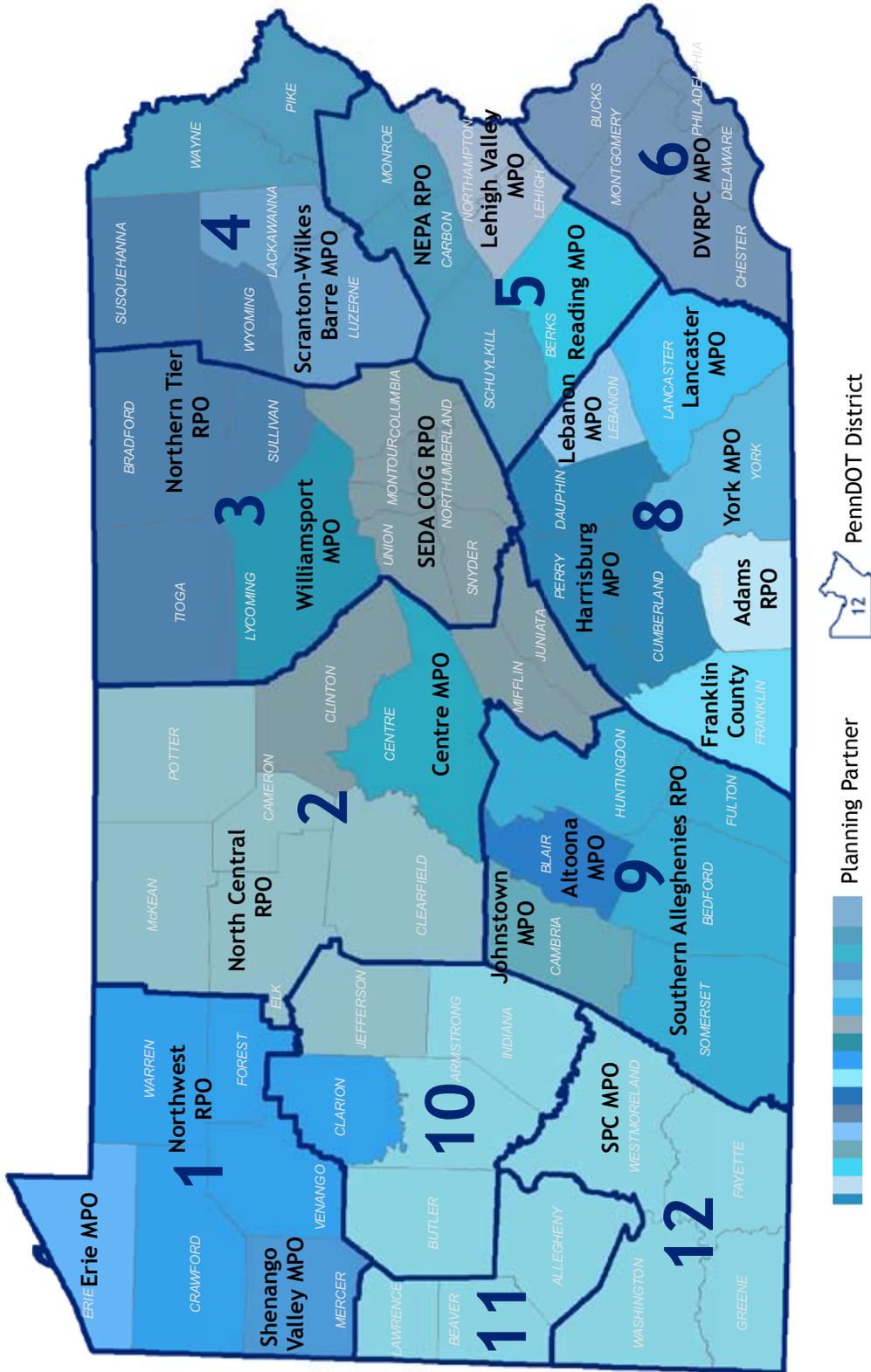
TRID - Transportation Revitalization Investment District

State legislation, Act 238 of 2004, gives state support to municipalities and transit agencies who partner to establish Transportation Revitalization Investment Districts to achieve transit-oriented development, redevelopment, and community revitalization.

TSOP - Transportation Systems Operations Plan

TSOP focuses on the foundational elements that support operational activities statewide. It emphasizes projects and actions most likely to improve transportation system reliability and customer satisfaction. The 19 projects identified in the plan constitute an initial, five-year program focused on incident management, congestion mitigation, and traveler information. Project priorities include operations mainstreaming, ITS maintenance, standards and procedures, resource management, information technology, and intermodal support.

PennDOT Districts and Planning Partners



Appendix

| PennDOT Districts and Planning Partners (cont'd.)

District	Address	Bicycle/Pedestrian Coordinator	TE/HTS/SRTS * Coordinator	Byways Coordinator
1-0	255 Elm Street Oil City, PA 16301	Christine Boyer-Krantz chboyer@state.pa.us (814) 678-7379	Christine Boyer-Krantz chboyer@state.pa.us (814) 678-7379	Erin Wiley ewiley@state.pa.us (814) 678-7006
2-0	1924-30 Daisy Street Clearfield, PA 16830	Ray Kauffman rakauffman@state.pa.us (814) 765-0502	Vickie Rusnak virusnak@state.pa.us (814) 785-0441	Vickie Rusnak virusnak@state.pa.us (814) 785-0441
3-0	715 Jordan Avenue Montoursville, PA 17754	Chris King chriking@state.pa.us (570) 368-4222	Chris King chriking@state.pa.us (570) 368-4222	Chris King chriking@state.pa.us (570) 368-4222
4-0	P.O. Box 111 Scranton, PA 18501	April Hannon ahannon@state.pa.us (570) 963-4076	April Hannon ahannon@state.pa.us (570) 963-4076	April Hannon ahannon@state.pa.us (570) 963-4076
5-0	1002 Hamilton Boulevard Allentown, PA 18103	Steve Pohowsky spohowsky@state.pa.us (610) 871-4490	James McGee, P.E. jamcgee@state.pa.us (610) 871-4550	James McGee, P.E. jamcgee@state.pa.us (610) 871-4550 Amanda Leindecker Aleindecke@state.pa.us (610) 871-4552
6-0	7000 Geerdes Boulevard King of Prussia, PA 19406	Steve Dunlop sdunlop@state.pa.us (610) 205-6996	Linda Guarini lguarini@state.pa.us (610) 205-6950	Linda Guarini lguarini@state.pa.us (610) 205-6950
8-0	2140 Herr Street Harrisburg, PA 17103	David Holcombe dholcombe@state.pa.us (717) 783-2560	David Holcombe dholcombe@state.pa.us (717) 783-2560	David Holcombe dholcombe@state.pa.us (717) 783-2560
9-0	1620 N. Juniata St. Hollidaysburg, PA 16648	Tom Holsinger tholsinger@state.pa.us (814) 696-7154	Dave Lybarger dlybarger@state.pa.us (814) 696-7178	Randy Hillegass rhillegass@state.pa.us (814) 696-7166
10-0	P.O. Box 429 Indiana, PA 15701-0429	James Vautar jvautar@state.pa.us (724) 357-2550	Alicia Kavulic akavulic@state.pa.us (724) 357-7614	James Vautar jvautar@state.pa.us (724) 357-7989
11-0	45 Thoms Run Road Bridgeville, PA 15017	Malek Francis mfrancis@state.pa.us (412) 429-4949	Bob Slagel rslagel@state.pa.us (412) 429-4926	Patrick Roberts paroberts@state.pa.us (412) 429-4857

* TE - Transportation Enhancements, HTS - Home Town Streets, SRTS - Safe Routes to School

Appendix

|| PennDOT Districts and Planning Partners (cont'd.)

MPO	Address	Contact Information
Altoona	Blair County Planning Commission Valley View Home Wing E 301 Valley View Boulevard, East Wing Altoona, PA 16602-6409	Wes Burket Transportation Planner (814) 940-5980 wlbbpcp@atlanticbbn.net
Centre	Centre Region Planning Commission 2643 Gateway Drive, Suite #4 State College, PA 16801	Tom Zilla Transportation Planner (814) 231-3050 tzilla@crcog.net
Erie	Erie County Department of Planning Erie County Court House, Room 119 140 West 6th Street Erie, PA 16501	Jacob Morgan Transportation Planner (814) 451-6012 jmorgan@eriecountygov.org
Hagerstown, MD (partially in Franklin County)	Hagerstown/Eastern Pandle MPO Washington County Administrative Annex 80 West Baltimore Street Hagerstown, MD 21740-6003	Jill Baker Planner (240) 313-2433 jbaker@washco-md.net
Harrisburg	Tri-County Regional Planning Commission Dauphin County Veterans Memorial Office Building 112 Market Street, 2nd Floor Harrisburg, PA 17101-2015	Diane Myers-Krug Transportation Planner (717) 234-2639 dkrug@tcrpc-pa.org
Johnstown	Cambria County Planning Commission 401 Candelight Drive, Suite 213 Ebensburg, PA 15931	Dave Belz Transportation Planner (814) 472-2108 dbelz@co.cambria.pa.us
Lancaster	Lancaster County Planning Commission 50 North Duke Street P O Box 83480 Lancaster, PA 17608-3480	David Royer Director for Transportation Planning (717) 299-8333 royerd@co.lancaster.pa.us
Scranton- Wilkes Barre	Lackawanna County Regional Planning Commission 507 Linden Street, 5th Floor Scranton, PA 18503	Steve Pitoniak Transportation Planner (570) 963-6826 pitoniaks@lackawannacounty.org
	Luzerne County Planning Commission Penn Place, Suite 208 20 North Pennsylvania Avenue Wilkes-Barre, PA 18701	Nancy Snee Transportation Planner (570) 825-1564 nancy.snee@luzernecounty.org
Lehigh Valley	Lehigh Valley Planning Commission 961 Marcon Boulevard, Suite 310 Allentown, PA 18109	Joe Gurinko Chief Transportation Planner (610) 264-4544 jlg@lvpc.org
DVRPC	Delaware Valley Regional Planning Commission 190 North Independence Mall West 8th Floor Philadelphia, PA 19106-1520	Elizabeth Schoonmaker Manager, Office of Capital Programs (215) 238-2938 eschoonmaker@dvrpc.org
SPC	Southwestern Pennsylvania Commission 425 Sixth Avenue, Suite 2500 Pittsburgh, PA 15219-1819	Ken Flack Transportation Planner (412) 391-5590 ext 311 kflack@spcregion.org
Reading	Berks County Planning Commission Berks County Services Center 633 Court Street, 14th Floor Reading, PA 19601-3591	Alan Piper Transportation Planner (610) 478-6300 apiper@countyofberks.com

Appendix

|| PennDOT Districts and Planning Partners (cont'd.)

MPO	Address	Contact Information
Shenango Valley	Mercer County Regional Planning Commission 2491 Highland Road Hermitage, PA 16148	Matthew Stewart Transit Planner (724) 981-2412 mstewart@mcrpc.com
Lebanon	Lebanon County Planning Department Municipal Building, Room 206 S. 8th Street Lebanon, PA 17042-6794	Jonathan Fitzkee Transportation Planner (717) 274-2801 jfitzkee@lebcnty.org
Williamsport	Lycoming County Planning Commission Court House, 4th Floor 48 West 3rd Street Williamsport, PA 17701	Mark Murawski Transportation Planner (570) 320-2138 mark.marawski@lyco.org
York	York County Planning Commission 28 East Market Street York, PA 17401-1580	Donald Bubb Sr. Chief of Transportation Planning & Traffic Engineering (717) 771-9870 dbubb@ycpc.org

RPO	Address	Contact Information
Franklin County	Franklin County Planning Commission 218 North Second Street Chambersburg, PA 17201	Sherri Clayton (717) 261-3855 sclayton@co.franklin.pa.us
NEPA	Northeastern Pennsylvania Alliance 1151 Oak Street Pittston, PA 18640-3795	Alan Baranski Community and Government Vice President (570) 655-5581 abaranski@nepa-alliance.org
Southern Alleghenies	Southern Alleghenies Planning and Development Commission 541 58th Street Altoona, PA 16602	Chris Allison Transportation Planner (814) 949-6520 callison@sapdc.org
SEDA-COG	SEDA-COG 201 Furnace Road Lewisburg, PA 17837	Mark Duceman AICP Programs Director Transportation Planning (570) 524-4491 mduceman@sedacog.org
Northern Tier	Northern Tier Regional Planning and Development Commission 312 Main Street Towanda, PA 18848	Rick Biery Transportation Planner (570) 265-9103 biery@northerntier.org
Northwest	Northwest Pennsylvania Regional Planning and Development Commission 395 Seneca Street - PO Box 1127 Oil City, PA 16301	Bob Skarada Transportation Planner (814) 677-4800 bobs@nwcommission.org
North Central	North Central PA Regional Planning and Development Commission 651 Montmorenci Avenue Ridgway, PA 15853	Amy Kessler Transportation Planner (814) 773-3162 amy@ncentral.com
Adams	Adams County Office of Planning and Development 19 Baltimore Street, Suite 101 Gettysburg, PA 17325	Andy Merkel Transportation Planner (717) 337-9824 amerkel@adamscounty.us

