

# Chapter 1: Introduction

One commonality in our society today that impacts everyone's daily life is the need for a safe and efficient transportation system that serves all modes of travel from walking to flying, and for a variety of purposes, be it business, shopping, short trips, long-distance commutes, commercial services, recreation, emergency services, social networking, delivering goods or just maintaining a healthy lifestyle. In addition, the transportation modes need to seamlessly and safely connect to one another. A transit rider is a pedestrian or a bike rider before entering the bus or train. An air traveler may be a car, bus or train occupant before embarking on the flight. All of the various transportation modes are intertwined and equally important to the overall movement of people and goods.

We have come to rely on our transportation network being available 24/7 for all users in all types of weather and at the lowest cost possible. Even in this era of increased electronic communication that keeps us constantly connected, transportation is a critical force that helps drive our economic engine and provides for the mobile lifestyle to which we have become accustomed. Maintaining this expectation, however, requires a significant investment in all aspects of building and sustaining our transportation assets to preserve and improve our transportation infrastructure into the future. Identifying the transportation problems and prioritizing the many needs with the available funds is a challenging task. Utilizing a sound transportation planning process will help to make the best investment choices.

Planning and implementation of transportation improvement projects in the Harrisburg region involves many elements including data collection and analysis, problem evaluation, financial resources and public involvement by the Harrisburg Area Transportation Study (HATS) in cooperation with its planning partners. HATS produces a long-range Regional Transportation Plan (RTP) that identifies future transportation needs and helps to guide our region's future growth. The 2040 RTP is our region's updated, long-range transportation plan and is the result of two years of effort by HATS staff, along with a 32-member task force made up of a variety of business and community leaders, employers, real estate and industry experts, planners, economic development professionals, and members of the public. Membership of the 2040 RTP Task Force is listed on the opposite page. The plan includes the transportation goals, objectives, implementing actions and factors to measure performance, as well as, the condition of the different modes of travel, financing and potential projects. It also identifies issues, opportunities, and trends that may influence transportation in the HATS region.

## HATS 2040 RTP Task Force

Member	Organization
Daniel Andrews	Harrisburg Regional Chamber
Larissa Bailey	Harrisburg Regional Chamber
Robert Fisher	RJ Fisher Engineering
Adam Grimes	PennDOT Central Office
Tom Helm	Harrisburg Bicycle Club
Rudy Husband	Norfolk Southern Corp.
Bill Jones	Capital Area Transit
Mike Kolar	PA Emergency Management Agency
Gary Lenker	Dauphin County Planning Commission
Reginald Lovelace	Federal Transit Administration
Stacy Nybeck	Perry County Transportation Authority
Bill Peterson	Center for Community Building, Inc.
Robert Philbin	Capital Area Transit
Kathy Possinger	Tri-County Community Action
Jim Runk	PA Motor Truck Association
Julie Shade	Modern Transit Partnership
Dave Spaulding	Susquehanna Area Regional Airport Authority
Kirk Stoner	Cumberland County Planning Commission
Joe Sutor	PA Turnpike Commission
Jim Turner	Perry County Planning Commission
Keith Walborn	Evans Delivery Company/CSCMP
Dan Walston	Federal Highway Administration
Rexford Warner	FedEx
Bradley Webber	Amtrak
George Book	West Shore Chamber of Commerce
Dave Butcher	WCI Partners, LP
Tom Young	Capital Area Transit
Geoff Knight	City of Harrisburg
Paul Francis	City of Harrisburg
Scott Snoke	Susquehanna Area Regional Airport Authority
Jim Szymborski	HATS Technical Committee
Dan Flint	Lower Allen Twp.
Tim Smith	HATS Planning Staff
Elijah Yearick	HATS Planning Staff
Andrew Bomberger	HATS Planning Staff
Tom Edinger	HATS Planning Staff

## HATS STRUCTURE

HATS is comprised of two committees: the Technical Committee and the Coordinating Committee. The Technical Committee oversees analyses and preparation of plans and studies, reviews transportation items brought before HATS to consider, and makes recommendations to the Coordinating Committee. The Coordinating Committee is the policy body, which formally takes action based on Technical Committee input, and adopts transportation plans and improvement programs. A Chairman, Vice-Chairman, and a Secretary lead the Technical and Coordinating Committees, each designated by election from the voting membership to one-year terms. Voting representation on the HATS Committees is as follows:

Coordinating Committee		Technical Committee*	
Entity/Agency	Number of Votes	Entity/Agency	Number of Votes
PennDOT	2	PennDOT	2
Cumberland County	2	Cumberland County	2
Dauphin County	2	Dauphin County	2
Perry County	2	Perry County	2
Harrisburg City	2	Harrisburg City	2
Capital Area Transit	1	Capital Area Transit	1

*\*The HATS Coordinating Committee signed a Memorandum of Understanding with the York Area MPO (YAMPO) and Lancaster County Transportation Coordinating Committee (LCTCC) on April 26, 2013, which established that the planning and programming activities for the Harrisburg Urbanized Area within these Counties are now the responsibility of YAMPO and LCTCC respectively. HATS signed a similar agreement with Lebanon County MPO (LEBCO) on April 24, 2009. Ex-officio status on the HATS Technical Committee for both YAMPO and LEBCO was approved on June 25, 2010.*

In addition, the HATS Technical Committee includes ex-officio/non-voting members for major transportation providers in the region: Amtrak, Norfolk Southern Railroad, the Susquehanna Area Regional Airport Authority (SARAA), Pennsylvania Motor Truck Association (PMTA), York Area MPO (YAMPO) and Lebanon County MPO (LEBCO).

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Aviation Administration (FAA), Pennsylvania Department of Environmental Protection (PA DEP), and Pennsylvania Department of Community and Economic Development (PA DCED) are ex-officio members of both the Technical Committee and Coordinating Committee as well. This allows HATS to incorporate the expertise availed by these providers and agencies in its multi-modal decisions.

## Harrisburg Area Transportation Study Committee Members *(as of September, 2014)*

Organization	Coordinating Committee		Technical Committee	
	Member	Alternate	Member	Alternate
<b>Chairman</b>	Commissioner Jeff Haste		Timothy Reardon, AICP	
<b>Vice-Chairman</b>	Commissioner Stephen Naylor		Timothy Smith (non-voting)	
<b>Secretary</b>	Commissioner Jim Hertzler		Elijah Yearick (non-voting)	
<b>Cumberland Co.</b>	Commissioner Jim Hertzler	Commissioner Gary Eichelberger	Jody Harpster	Dan Flint
	Robert Gill	Mike Gossert	Kirk Stoner, AICP	Jeff Kelly
<b>Dauphin Co.</b>	Commissioner Jeff Haste	Vacant	Skip Memmi	Vacant
	Skip Memmi	Vacant	James Szyborski, AICP	Timothy Reardon, AICP
<b>Perry Co.</b>	Commissioner Stephen Naylor	Commissioner Brenda K. Benner	James Turner	Robert Shaffer, Sr.
	James Turner	Robert Shaffer, Sr.	Commissioner Steve Naylor	Gary Stouffer
<b>Harrisburg City</b>	Paul Francis	Vacant	Paul Francis	Vacant
	Jack Robinson	Vacant	Jack Robinson	Vacant
<b>CAT</b>	Eric Bugaile	Bill Jones	Bill Jones	Tom Young
<b>PennDOT</b>	Jim Ritzman	James Arey	Larry Shifflet	Adam Grimes
	Mike Keiser	Mike Gillespie	Dennis Sloand	Mike Gillespie
<b>Ex-officio Members</b>	NOTE: the following are on both committees: Christopher Walston – FHWA Reginald Lovelace – FTA Lori Pagnanelli – FAA Chris Trostle – DEP Jonathan Hendrickson – PA DCED		Linda Garrity/Brad Webber – Amtrak Rudy Husband – Norfolk Southern Dave Spaulding – SARAA Jim Runk – PMTA York County MPO Lebanon County MPO	



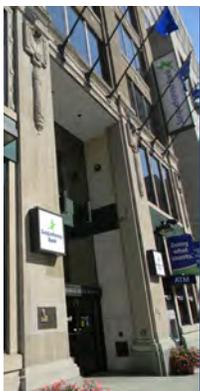
## HATS PERSONNEL

Tri-County Regional Planning Commission (TCRPC) functions as the lead staff agency of HATS and provides planning and administrative support services. It has the responsibility to ensure the transportation planning process is being carried out in accordance with federal and state regulations. HATS planning staff prepares the annual Unified Planning Work Program (UPWP), biennial Transportation Improvement Program (TIP), the Regional Transportation Plan and other planning studies supported by the FHWA, the FTA, PennDOT, and the municipalities HATS serves. The Congestion Management Process (CMP) is integrated into its overall program efforts as well.

### HATS Planning Staff Office Tri-County Regional Planning Commission

- Timothy P. Reardon, AICP, Executive Director
- Diane M. Myers-Krug, AICP, Associate Director
- Leah Pearlman-Storch, AICP, Dauphin County Planner
- Thomas K. Edinger, AICP, Transportation Planner/GIS Coordinator
- Jason R. Finnerty, Perry County Planning Coordinator
- Craig Layne, Communications Coordinator
- Timothy J. Smith, Transportation Planning Coordinator
- Elijah Yearick, Transportation Planner
- Andrew Bomberger, Regional Planner
- Justin Cappiello, Assistant Planner
- Timothy R. Jones, HPMS Coordinator/GIS Technician
- Patty L. Buggy, HR/Finance Assistant
- Donna L. Clay, Administrative Assistant

## CONTACT INFORMATION



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## REGIONAL TRANSPORTATION PLAN PURPOSE

The purpose of the RTP is to document the current status of transportation projects and programs, identify long-term needs and recommend transportation programs and projects to meet those needs. The long-range plan sets a framework and priorities for the distribution of federal transportation funds within the HATS region based on regional transportation goals and objectives developed as part of the plan.

## MAP-21 COMPLIANCE

Moving Ahead for Progress in the 21st Century Act (MAP-21) is the most recent federal transportation funding authorization enacted in July, 2012, which continues federal funding for highway, transit, and other multimodal projects. MAP-21 establishes new provisions to the metropolitan planning process that are designed to establish a clear and accountable decision-making framework for the MPO and public transit providers to identify multimodal capital investment and project priorities.

MAP-21 introduces new Performance-Based Planning and Programming (PBPP) approaches for metropolitan transportation planning. The performance-based planning process and its management principles are built to achieve desired performance outcomes that support state and federal planning efforts. This PBPP process attempts to ensure that transportation investment decisions are made by their ability to support established goals for improving the overall transportation system. At the MPO level, performance measures developed in cooperation with the state will be used to establish performance targets to track progress of attaining critical performance results.



The cornerstone of MAP-21's highway program transformation is the transition to a performance and outcome-based program. States will invest resources in projects to achieve individual targets that collectively will make progress toward national goals. The national performance goals for the Federal highway programs as established in MAP-21 are as follows:

## **Performance Management National Goals**

- 1. Safety**
- 2. Infrastructure Conditions**
- 3. Congestion Reduction**
- 4. System Reliability**
- 5. Freight Movement and Economic Vitality**
- 6. Environmental Sustainability**
- 7. Reduced Project Delivery Delays**

The implementation of the MAP-21 performance management process is a top down approach that will span over the next few years. Federal guidelines are anticipated to be finalized by 2016, and PennDOT will have 12 months to develop measures and statewide targets. At that time, the HATS will identify region-specific performance measures and targets through a collaborative effort with the state DOTs, other MPOs, regional stakeholders, and the public. These measures and targets will be incorporated into future updates of the RTP. HATS performance measures will be S.M.A.R.T. – Specific, Measurable, Agreed Upon by All Key Partners, Realistic and Time-Bound. The performance goals will include, but are not limited to, having all Interstate and NHS routes in excellent or good condition for pavement smoothness, all non-NHS state routes in excellent, good or fair condition for pavement smoothness, reduce the number and percentage of structurally deficient bridges to below the nationwide average for state bridges and for local bridges, lower fatalities and serious crashes based upon the previous years' statistics and the past rolling 5-year average, and improve travel times for passenger and freight movement.

MAP-21 consolidated many previous Federal transportation funding programs and established the National Highway Performance Program (NHPP). The NHPP is the largest funding category and includes funding for the Interstate System, National Highway System, and principal arterials. MAP-21 also created a Transportation Alternatives Program (TAP) to fund infrastructure projects for improving non-driver access to public transportation and enhanced mobility, such as safe routes to school projects, recreational trail program projects, and other bicycle and pedestrian system improvement projects. It also provides criteria to streamline the project planning and design process that will reduce the time required for environmental assessment and approvals. MAP-21 also establishes goals of a national freight policy and encourages states to develop freight plans and freight advisory committees.

## MAP-21 PLANNING FACTORS

The HATS 2040 update is a comprehensive guide to developing the regional transportation system that not only accommodates the current mobility needs, but also anticipates where future needs may arise. In response to the federal mandates and local desires, the 2040 RTP addresses multiple modes of transportation including highway, bicycle, pedestrian, transit, freight. Federal legislation, coupled with state and local agency direction, is primarily responsible for shaping the regional transportation planning process. MAP-21 builds upon previous legislation known as SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) and identifies eight planning factors that guide the MPO long range transportation planning process. The goals developed for HATS 2040 RTP correlate with the MAP-21 Planning Factors as shown in the table below:

MAP - 21 Planning Factors	Corresponding HATS 2040 RTP Goals
Support the economic vitality of the metropolitan area by enabling global competitiveness, productivity, and efficiency	Improve performance and operation
Increase the safety of the transportation system for motorized and non-motorized users	Provide efficient, seamless and reliable system
Increase the security of the transportation system for motorized and non-motorized users	Improve quality of life, promote health and safety
Increase the accessibility and mobility of people and for freight	Expand transportation choices
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	Reduce environmental impacts
Enhance the integration and connectivity of the transportation system across and between modes, for people and freight	Encourage livable communities
Promote efficient system management and operation	Improve performance and operations
Emphasize the preservation of the existing transportation system	Provide efficient, seamless and reliable system

*Correlation between MAP-21 Planning Factors and HATS 2040 RTP*

Federal and State regulations require the RTP to:

- have a minimum 20-year planning horizon;
- be updated every four years;
- be based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity;
- identify an integrated, multimodal transportation system, giving emphasis to facilities that serve important national and regional functions;
- contain operational and management strategies to improve the performance of existing infrastructure to maximize the safety and mobility of people and goods;
- conform to air quality standards;
- provide for multimodal capacity increases based on regional needs and priorities;
- be fiscally constrained by identifying sources “reasonably expected to be available” to implement the plan;
- discuss potential environmental mitigation activities;
- include pedestrian walkway and bicycle transportation facilities, as well as transportation and transit enhancement activities; and,
- provide for public participation, including publication with electronically accessible formats

HATS 2040 Regional Transportation Plan meets these requirements. The plan focuses on investment in transportation infrastructure that will be implemented by PennDOT, CAT and local governments over the next 25 years to provide workable solutions for transportation safety, congestion, mobility and maintenance concerns.

#### PA ACT 89

Federal funding for transportation projects nationwide has not kept up over the years with the infrastructure needs of our nation’s transportation network. The majority of federal funding for transportation investment comes from an 18 cents/gallon federal motor vehicle fuel surcharge on every gallon dispensed at the pump. This amount has not been increased since 1993. However, with an overall reduction in nationwide vehicle miles driven since 2008, coupled with more fuel efficient and electric powered vehicles being produced, there are less gallons of fuel purchased, and consequently a reduction in the amount of available federal transportation funds collected. As Congress continues to struggle to reach a consensus on a solution to this funding inadequacy, the burden to maintain and improve transportation infrastructure is shifting more to the States.

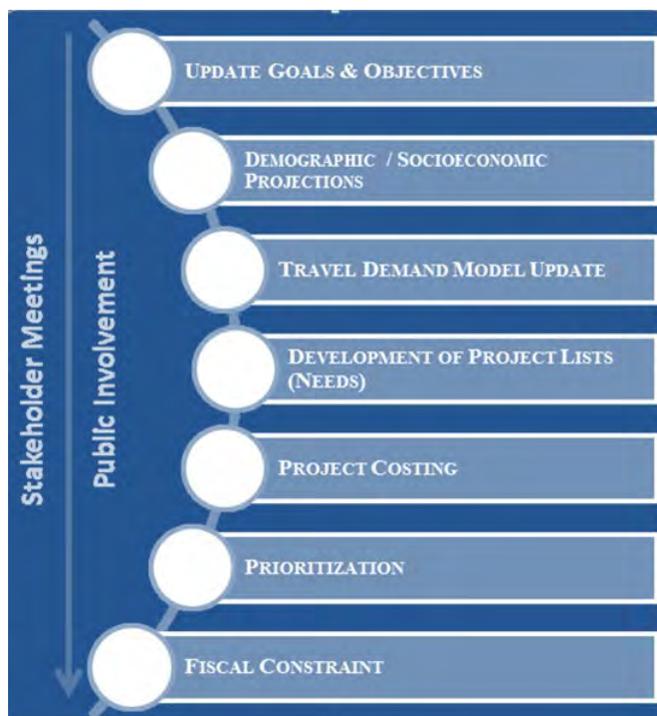
On November 23, 2013, the Pennsylvania legislature enacted the most significant transportation funding package the Commonwealth has seen in decades. This legislation known as Act 89, will invest an additional estimated \$2.4 billion for transportation improvements by the fifth year of the plan. Partial funding for the new transportation package is being derived from the elimination of the flat 12-cent gas tax and modernizing an outdated transportation financing structure through the uncapping of the wholesale Oil Company Franchise Tax. This unprecedented comprehensive package will bring much-needed additional investment to Pennsylvania’s multi-modal transportation system and has positively impacted the available future financial resources of the 2040 RTP.

## REGIONAL TRANSPORTATION CONTEXT

HATS also recognizes the close relationship between transportation and land use issues. Investment in transportation system improvements to serve existing and projected growth areas within the region is an important objective. Targeting transportation resources in areas where infrastructure, such as, water, sewer and electric services exist or are planned for development will help to reduce the region's environmental footprint, reduce rezoning land use issues, and would lead to higher density development where multi modal services are more able to efficiently serve the population's transit needs. Although Pennsylvania law places the implementation of land use policies with local government, TCRPC works with local governments in the HATS region on land use planning and zoning issues in an effort to coordinate. The shared staff resources of TCRPC's regional planning, local planning, and transportation planning programs lends itself to more integrated land use and transportation plans for the HATS region. The TCRPC Regional Growth Management Plan (RGMP) provides a foundation for coordinating both transportation needs with land development. The RGMP is anticipated to be updated for the HATS region within the next two years. It is important to note, the RTP and RGMP are mutually inclusive documents and the combined information provided will help to firmly link an efficient transportation system with appropriate land development practices. Data from the HATS 2040 RTP will be incorporated into the development of the updated RGMP and the resulting RGMP update will be incorporated into future RTP updates. Both plans will continue to be coordinated to further emphasize the transportation and land use connection.

## PLANNING PROCESS

The federal metropolitan planning guidelines require Regional Transportation Plans to be updated every four years to reflect the changing needs and priorities of the region. The horizon for the HATS RTP is 2040. The federal government requires a cooperative, continuous, and comprehensive planning framework for making transportation investment decisions. The HATS planning process involved participation from a diverse group of transportation agencies, stakeholders, members of transit-dependent populations, and the general public. Outreach activities included direct and continuous contact with municipality planning staff, stakeholder and public outreach through an interactive web-based survey, public meetings, as well as the dedicated website, [www.tcrpc-pa.org](http://www.tcrpc-pa.org). The figure below illustrates the planning process steps taken in order to complete the 2040 RTP update.



HATS 2040 RTP represents the culmination of a multi-level partnership between local, state, and federal policy makers and the local stakeholders, business owners, and citizens from the region. The plan builds upon the region's existing plan by refining the prioritization for project funding, enhancing the multimodal policies and initiatives, and identifying key unfunded regional transportation priorities.

## LINKING PLANNING AND NEPA PROCESS

Linking Planning and NEPA (National Environmental Policy Act) is a concept and process promoted in earlier federal SAFETEA-LU legislation and continues to be expanded upon. Since the last HATS RTP update PennDOT and the planning partners throughout the Commonwealth initiated a web based data collection documentation effort that focuses on identifying infrastructure needs and environmental data early in the planning process. The Linking Planning and NEPA (LPN) process provides a consistent means of collecting and recording key information relating to project purpose and need, project context, potential project limits, and potential environmental resource impacts that will provide a better understanding of the key issues that may affect the project delivery schedule and budget early in the planning process. The LPN process documents existing public/stakeholder involvement, plans and projects that may impact project development, analysis of supporting data that identifies a problem, and the identification of environmental resources early in the project development stage that may be impacted by a project. This information is important in developing a more accurate budget, scope and schedule for any potential solutions to the identified transportation problem and may prevent interruptions in the project implementation process due to unforeseen environmental issues. All projects included in the HATS 2040 RTP within the financially constrained list have been incorporated into the LPN process.

## VISION

A safe, efficient, environmentally responsible, and seamless multi-modal transportation system integrated with sustainable land use patterns to serve the mobility and accessibility needs of our residents, businesses and through-travelers.

## GOALS

1. Provide an efficient, seamless and reliable transportation system.
2. Improve the performance and operation of our transportation system for all modes.
3. Expand transportation choices.
4. Improve quality of life, promote human health and provide a safe experience for all users.
5. Reduce environmental impacts.
6. Encourage livable communities and efficient land use.
7. Efficiently utilize existing transportation funds and pursue other funding opportunities for transportation system improvements.

## OBJECTIVES

### **1. Provide an efficient, seamless and reliable transportation system.**

#### *A. Provide funding priority to preservation and maintenance activities.*

- 1) Invest 80% of our funding resources to preservation and maintenance projects and programs.
- 2) Maintain the condition of prioritized transportation facilities within funding constraints so they operate safely at acceptable levels of service.
- 3) Upgrade interchanges, intersections, corridors, bridges, intermodal facilities and (para)transit services and their connections as necessary.

#### *B. Address safety and security concerns in all transportation projects and programs.*

- 1) Incorporate improvements to the transportation system that reduces the number of crashes and fatalities (motorized and non-motorized).
- 2) Improve railway/highway crossings and eliminate at-grade crossings where possible.
- 3) Coordinate facility improvements with local emergency management agency priorities.
- 4) Target projects and programs to support the region's safety corridor focus areas.
- 5) Promote bike/ped safety improvements during routine maintenance projects where feasible.

### **2. Improve the performance and operation of our transportation system for all modes.**

#### *A. Promote efficient management and operation efforts to lessen traffic congestion.*

- 1) Manage targeted areas through the congestion management process (CMP), safety and mobility projects and application of technologies such as ITS and PA 511.
- 2) Facilitate multi-municipal efforts to coordinate traffic signals and traffic flow along all congested roads, specifically CMP focus and priority corridors
- 3) Support access management efforts and promote better coordination of Highway Occupancy Permits between PennDOT and municipalities to reduce unnecessary access and potential conflict points.
- 4) Reduce single occupancy vehicles (SOVs) by offering safe alternative travel modes.
- 5) Discourage parking policies that contradict SOV reduction strategies and programs.

#### *B. Provide safe, reliable, seamless, and cost-effective access and mobility.*

- 1) Support continued operation of the eight-county transportation management center.
- 2) Coordinate ITS implementation on a regional basis.
- 3) Coordinated with municipalities in ITS implementation and TMC operation

- C. *Provide adequate facilities to support increasing truck volumes and minimize conflict with passenger vehicles.*
  - 1) Support signage/re-routing to encourage trucks to use limited access, non-local roadways.
  - 2) Eliminate low clearances, narrow widths and bottleneck areas.
- D. *Expand opportunities for seamless truck and rail freight intermodal connections.*
  - 1) Encourage public private partnerships to improve competitiveness.
  - 2) Provide physical and operational improvements to enhance goods movement.
  - 3) Expand direct access to freight rail network for industrial/warehouse facilities
- E. *Provide transportation options and access for all users including youth, elderly, low-income and individuals with disabilities.*
  - 1) Expand timely and reliable access to employment centers, educational opportunities, services and other basic needs.
  - 2) Coordinate transit and paratransit systems and human services transportation.
  - 3) Include projects into the regional system that improves access and mobility within disadvantaged communities. Encourage local municipalities to incorporate ADA compliance in their projects.
  - 4) Encourage non-motorized transportation options that provide access to basic goods and services.

### **3. Expand transportation choices.**

- A. *Channel transportation funds toward alternate modes.*
  - 1) Provide one-half regional CMAQ funding allocation to CAT, and other funding sources as appropriate.
  - 2) Advocate for increased and new funding opportunities to support a balanced, multi-modal network.
  - 3) Coordinate investments among local providers, park and rides, transfer facilities and other amenities to support frequent and convenient ridership.
  - 4) Invest in healthy, safe, walkable and interconnected communities.
- B. *Increase transit ridership and carpooling.*
  - 1) Provide supplemental funding to CAT to operate, promote and expand its system, as well as coordinate with neighboring transit systems.
  - 2) Improve current fixed route service to generate speeds and efficiency of bus movement throughout the region to be competitive with automobile travel.
  - 3) Expand the transit system to address non-traditional city-to-suburb and suburb-to-suburb commutes.
  - 4) Continue to support travel demand management activities, such as the Commuter Services of Pennsylvania program.
- C. *Facilitate increased travel by bicycle and pedestrian modes.*
  - 1) Eliminate gaps and enhance existing linkages for non-motorized transportation between communities and neighborhoods, and between residences and employment/retail centers.
  - 2) Improve existing substandard conditions for bicycle and pedestrian facilities.
  - 3) Prevent the creation of barriers for non-motorized travel from routine application of regulations and design standards.
  - 4) Coordinate bicycle and pedestrian projects to create a regional non-motorized network. Encourage installation of bicycle and pedestrian facilities and improvements with all improvement projects.
  - 5) Facilitate technical assistance and capacity building for bike/ped facilities
- D. *Encourage innovative transit solutions to transportation issues including bus rapid transit (BRT), light/commuter rail and ITS upgrades*
  - 1) Support efforts to implement regional rail or BRT projects by considering associated costs and benefits.
  - 2) Promote transit-oriented land use and mixed use development.

#### **4. Improve quality of life, promote human health and provide a safe experience for all users.**

- A. *Encourage context sensitive design (aesthetics, urban design, and environmental stewardship) in transportation and greenway corridors.*
  - 1) Implement traffic calming techniques and promote use of narrower streets in core communities and residential areas.
  - 2) Expand and connect greenway corridors to serve a transportation function.
  - 3) Use flexible design criteria, including transit-oriented design, to reduce costs and environmental impacts.
  - 4) Prevent the concentration of negative impacts of the transportation network on any one particular segment of the community.
- B. *Promote a full range of transportation choices concurrent with development.*
  - 1) Encourage transit-oriented, mixed use development for integrated access to multiple transportation options.
  - 2) Provide vibrant, sustainable communities that link transportation and land use.
  - 3) Provide timely and coordinated interconnectivity on a regional basis.
- C. *Support development of adequate facilities to link different modes of transportation and connect developed areas.*
  - 1) Promote the use of transit (rail and bus), cycling, and pedestrian-friendly ideas when siting new developments.
  - 2) Improve area coverage and operation of transit service.
  - 3) Improve rail infrastructure to facilitate increased use of inter-city rail system.
  - 4) Support implementation of multi-modal projects to provide seamless transportation.

#### **5. Reduce environmental impacts**

- A. *Promote a more direct link between the transportation planning process, project development and our environmental resources.*
  - 1) Maintain the Linking Planning and NEPA (LPN) process during project development including natural and cultural heritage.
- B. *Implement programs to increase the use of alternate modes and reduce SOVs.*
  - 1) Implement smart transportation policies.
  - 2) Develop and implement Congestion Mitigation and Air Quality (CMAQ) eligible projects.
  - 3) Implement capacity adding projects after analysis indicates it is the only feasible solution.
- C. *Encourage the incorporation of best management practices in all transportation projects.*
  - 1) Incorporate practices for the treatment of storm water runoff from transportation facilities to improve water quality and groundwater recharge.
  - 2) Reduce impervious surfaces to protect the natural environment from erosion, water pollution, and drainage problems. Utilize pervious materials where feasible.
  - 3) Incorporate best practices to reduce noise and light pollution.
  - 4) Implement the strategies of the Pennsylvania and Susquehanna Valley Air Quality Partnership.

## **6. Encourage livable communities and efficient land use.**

### *A. Balance transportation infrastructure design with sustainable build-out potential.*

- 1) Reduce infrastructure investments that support, perpetuate, or lead to dispersed development.
- 2) Give priority to improvements which support the planned growth area (PGA) 'land needs' approach defined by the Regional Growth Management Plan (RGMP).
- 3) Support implementation of the RGMP, RTP and PA Statewide Long Range Plan.
- 4) Preserve existing rights-of-way for major highway and transit projects, and dedicate future corridors as part of municipal official map adoption and development plan approvals.
- 5) Implement transportation improvements to enable economic competitiveness, productivity and efficiency.
- 6) Encourage coordinated planning efforts between and with the state, region, counties, municipalities and the private sector.
- 7) Provide funding for projects that support the RGMP and RTP through the Regional Connections Grant Program.

## **7. Efficiently utilize existing transportation funds and pursue other funding opportunities for transportation system improvements.**

### *A. Bring additional, non-traditional transportation funds to the HATS region.*

- 1) Utilize the collective abilities of our region's transportation stakeholders, including economic development, housing, planning, environmental and social agencies.
- 2) Take advantage of new funding and grant programs based on revised transportation policies and approaches at the federal and state level.
- 3) Utilize available state and federal funding programs.
- 4) Facilitate the creation of funding sources for smaller, more rural areas.

### *B. Distribute information regarding innovative funding sources and strategies.*

- 1) Promote the use of the Pennsylvania Infrastructure Bank.
- 2) Support creation of transportation development districts or impact fee programs at the municipal level.
- 3) Encourage collaborative public/private sector partnerships in funding transportation improvements.