Citizens’ Guide to Transportation Planning in Lancaster County

Scott Martin, Commissioner
Chairperson of the Lancaster County Transportation Coordinating Committee

“Lancaster County is committed to providing a safe transportation system with a range of transportation choices to meet the needs of all of our county’s citizens. We value your input into the planning of our transportation network now and for the future and urge you to get involved.”
Our Future Includes You, and Its Planning Involves Us!

An overview of Lancaster County
Lancaster County is situated in the South Central region of Pennsylvania. Lancaster County extends to and includes the Susquehanna River to the west; shares a common border with Maryland to the south; is adjacent to Berks and Chester counties to the east and borders Lebanon and Dauphin counties to the north.

The history of Lancaster County dates back to the earliest days of the nation. The area that became Lancaster County was part of William Penn’s 1681 Charter. The county was part of Chester County until May 10, 1729 when it became the fourth county in Pennsylvania.

Two important early modes of transportation were invented in Lancaster: the Conestoga covered wagon, which was of great importance to the pioneers, and the steamboat, invented by Robert Fulton who lived in Lancaster County. The nation’s first turnpike, the Philadelphia Lancaster Turnpike, passed through Lancaster County. It later became incorporated into U.S. 30, the Lincoln Highway, which was the nation’s first transcontinental highway, extending from New York to San Francisco.

Lancaster County is proud of its legacy of diversity and tolerance. Early settlers to Lancaster County came from England, Ireland, Wales and Germany, seeking religious freedom. During the mid-1800’s, it was a stop on the Underground Railroad and one of the county’s outspoken leaders in the U.S. Congress was Thaddeus Stevens, an ardent abolitionist. Today, the county remains home to a diverse population. It is renowned for being home to America’s oldest established Old Order Amish and Mennonite communities and has a large Hispanic population, black population and Asian and other ethnic groups.

Many sectors contribute to the economic vitality of the county. A rich, thriving tradition of agriculture and manufacturing combine with tourism, service and retail sectors, to comprise the county’s well-balanced economy. Central Market, the oldest continuing marketplace in the nation in downtown Lancaster City, offers residents and visitors a diverse source of agricultural produce and locally-made products. Our present and future transportation system—roadways, bridges, intercity rail, transit and facilities for pedestrians and bicyclists—must serve these interests, as well as all other needs of the county’s residents and businesses.
Current conditions and trends

Roadways and Bridges

Lancaster County has 3,830 linear miles of roadway, the second largest roadway network of any county in Pennsylvania, behind only Allegheny County. Roads on the State Network make up 28 percent of total road miles in the county but carry 75 percent of the vehicle mileage. Local roads, which are important to the county’s agricultural economy, rural villages and townships, comprise 71 percent of the miles. With its many streams and creeks, Lancaster County has 1,212 bridges, including 29 historic covered bridges.

Transit

Red Rose Transit Authority (RRTA) operated scheduled, fixed-route bus transit service on 19 routes in 2010, with a focal point and transfer station at Queen Street Station in Lancaster City. RRTA also operates, under contract with private vendors, a shared ride paratransit service called Red Rose Access, to meet the needs of the county’s elderly and disabled populations. RRTA’s current ridership is just under 2 million riders annually and is projected to increase in the long-term to around 3.4 million annual riders.

Intercity Passenger and Freight Rail Services

Lancaster County is located along the Keystone Corridor, a federally-designated high-speed rail corridor that extends 349 miles from Philadelphia to Pittsburgh. Investments by Pennsylvania and the federal government have greatly improved the quality of passenger rail service on the corridor which provides an energy-efficient and safe alternative to driving. Three Amtrak stations—in Lancaster City, Mount Joy and Elizabethtown—are located in the county. All have experienced strong increases in ridership. In 2009, there were 644,661 riders at the three stations combined. Ridership gains at the stations ranged from 80-183% from 2003-2009, depending on the station. A future commuter rail service, called the Capital Red Rose Corridor, is planned between Lancaster and Harrisburg as part of a south central Pennsylvania regional transit network.

The Keystone Corridor is also vital to the county’s freight rail system which primarily operates during the nighttime hours on the corridor. Norfolk Southern is by far the largest freight rail service provider in the county and operates the Dillerville Yard, serving over 100 Lancaster County customers daily.

Aviation and Intercity Bus

Lancaster has one public airport, the Lancaster Airport, located in the central part of the
Lancaster County Transportation Network

Highway:
- Local municipal roadways: 2,724 miles
- PennDOT roadways: 1,056
- PA Turnpike Commission roadways: 31 miles
- Other agency roadways: 18 miles
- Locally-owned municipal bridges (> 20 ft.): 285
- PennDOT bridges (> 8 ft.): 729
- Covered bridges: 29
- Other bridges: 169

Public Transportation
- Red Rose Transit Authority: fixed route service radiating out from Lancaster City;
- Red Rose Access Service: paratransit service for elderly and disabled citizens
- Amtrak’s Keystone Corridor: national high-speed rail corridor operating Philadelphia to Pittsburg and serving Lancaster County

Airports, Intercity Bus, Freight Rail
- Lancaster Airport: the county’s commercial airport in Manheim Township. There are also three small private airports
- Capitol Trailways: intercity bus service between Lancaster City, Philadelphia and New York City
- Norfolk Southern: largest freight rail service provider in Lancaster County

Bicycle and Pedestrian facilities
- Growing network of sidewalks in Lancaster City and throughout the county
- Growing network of bicycle facilities including the Northwest Bicycle Trail

county in Manheim Township and three small private airports in Smoketown, East Donegal Township and Columbia Borough. Intercity bus service is provided by Capitol Trailways between the Lancaster Amtrak Station, King of Prussia, Philadelphia and New York City.

Bikeways and Pedestrian Facilities

Lancaster County is assisting the municipalities in developing a network of bicycle and pedestrian facilities, including a Northwest Trail along the Susquehanna River and bike routes and facilities within Lancaster City and other parts of the county, to provide safe recreational and commute trips for county residents, students and visitors. Some of these facilities are off-road facilities and others are designated routes or lanes on the roads.

Changing Demographics

Lancaster County is one of the fastest growing counties in the state. During the 1990’s, it grew by over 11 percent and is now the sixth largest county in Pennsylvania. The county’s population in 2009 totaled over 507,000. When the 2010 Census figures are tabulated, Lancaster’s population is expected to exceed 510,000. By the year 2030, over 100,000 new residents are expected to make Lancaster County their home. The county’s Comprehensive Plan and award-winning Growth Management element are essential policies that will enable Lancaster County to continue to grow and prosper while preserving the rich agricultural and natural lands that are vital parts of the county’s heritage.

To accommodate this growth, the county must plan
investments in new transportation capacity through new and widened roadways, expanded bus transit, rail and ridesharing services and bike and pedestrian facilities. A high priority must also be on investments to preserve the existing infrastructure in a state of good repair. As the population in the county “grays,” new paratransit service and other transportation needs will require planning and investment.

**Your involvement**

Citizens like you play a tremendous role in guiding the County’s daily planning activities. The opinions, knowledge and views of the public provide valuable insight into how our transportation system is performing today and how it could perform better in the future. Citizen participation in studies examining specific corridors such as Harrisburg Pike, U.S. 30, PA 23 and PA 72 have played a vital role in helping to determine the best solutions for these corridors. Citizen input into planning improvements to transit, train stations and rail service in the county, bikeways, sidewalks and multiuse trails is also a critical part of planning for these facilities.

**Remember, the transportation system is designed to serve your needs!**

We encourage you to get involved in helping to plan it. The county has a Citizens Transportation Advisory Committee made up of concerned citizens. We welcome additional participation on this committee.

The purpose of this guide is to provide you with a better understanding of the transportation planning process by identifying its participants and describing how you can be a part of it. This guide also contains a Glossary of common terms and acronyms used in transportation planning, a response form you may fill out if you wish to obtain additional information and names of staff members and their areas of responsibility whom you may contact for additional information and/or assistance.
**The Transportation Planning Process**

**How transportation projects get started**
You may have wondered when driving through a construction zone how that particular project got developed and funded. First, someone saw a need to make an improvement. This could be a state or county engineer or planner, municipal government official or input from a local citizen or citizen’s organization or perhaps a study was done that identified the need. Then, professional staff collected and analyzed data to define and identify the type of improvement that would best meet the need. This could be a new bridge, additional turning lanes at an intersection, more parking at a train station, pedestrian crosswalks and signage, a downtown bus terminal or other solutions. Once the type of improvement is determined, an assessment is made as to whether the improvement would impact the environment, and if so, how. When that assessment is completed, including identification of measures to minimize the environmental impact, the improvement project is designed and costs for right-of-way, utility relocation and construction are estimated. Professional staff, who often work with PennDOT, seek funding to pay for the project. If funds are not immediately available and it is not an urgent safety project, it will be placed on a list of projects to be considered when funds for this type of project are available. If the project is vital to public safety, staff will work with PennDOT to see how the project can be implemented as quickly as possible. When funding becomes available, the project gets added to the regional list of projects to be funded known as the Transportation Improvement Program or TIP. When these steps are completed, advertisements are published for a contractor and a contract is awarded to the lowest cost qualified bidder. The selected contractor then begins to construct the improvement.

**What entity leads on each part of the process**
Federal law requires that urbanized regions like Lancaster County be represented by a Metropolitan Planning Organization (MPO) for the purpose of conducting a continuing, cooperative and comprehensive transportation planning and programming process. The MPO for our county is the Lancaster County Transportation Coordinating Committee (LCTCC). For most major projects, our MPO takes the lead for the initial planning steps, including determination of the type of improvement and in placing the project on the Transportation Improvement Program (TIP) for funding. Thereafter, the Pennsylvania Department of Transportation (PennDOT), the Lancaster County Transportation Authority (LCTA), a municipality or other implementing agency takes the lead.

**What does this mean to you?**
Together, with your input, our MPO determines transportation goals, policies and objectives for the county which are embodied in a Long Range Transportation Plan. You can review this plan on the Lancaster County Planning Commission’s website (www.co.lancaster.pa.us/planning, Under Transportation Planning, then Transportation Plans and Programs). To implement this plan, MPO staff carries out transportation studies, data collection and analysis to develop projects which the MPO guides through the funding process.

Every two years, our MPO adopts an updated TIP which lists the priority projects to be funded
with federal funds in the next four years. You can help determine what the project priorities should be since there are always more projects than funding available to pay for them.

**Where the funds come from**

**Federal funds**

Funding for major projects comes from federal and/or state sources. Local funds may be a component of the funding, depending on the project. Federal funds are currently authorized by the Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which provides funds for highway, bridge, safety, transit, bicycle, pedestrian and other types of surface transportation projects. Safety is a top priority. Other key priorities are to maintain the existing system, provide mobility for all users of the transportation network, protect the environment, fund transportation planning by MPOs, create better linkages between transportation and land use planning and provide access to jobs. An important feature of federal transportation legislation is the flexibility it provides to states and MPOs to use certain funds for a variety of project types. Congestion Mitigation and Air Quality (CMAQ) funds can be used for roadway, transit, bicycle, pedestrian and other types of projects that can be demonstrated through modeling to improve air quality. Transportation Enhancement funds can be used for restoration of historic transportation structures, construction of bicycle facilities, protection of scenic highway corridors and other projects.

**State and Local Funds**

The Pennsylvania State Legislature and the State Transportation Commission perform a critical role in determining and allocating transportation funds through the Pennsylvania Department of Transportation (PennDOT). PennDOT’s priorities are very similar to those of the federal government and can be found in the Pennsylvania Statewide Long Range Transportation Plan, 2006-2030, the “Pennsylvania Mobility Plan.”

Lancaster County and the local municipalities receive state liquid fuel funds (money from the tax we pay when buying gasoline) for maintaining and improving the roadway/bridge system. The county can also raise special funds for transportation projects by issuing local bonds. In an average year, the combined total of dollars spent on transit, transportation construction, maintenance and improvements in Lancaster County is approximately $57 million dollars and we believe you have an important role in determining how the funds are used.
Lancaster County’s MPO

Defining our MPO

Lancaster County’s MPO was first created in 1965 through an agreement between PennDOT, the City of Lancaster and Lancaster County. It is now called the Lancaster County Transportation Coordinating Committee (LCTCC), covers the entire county, and has 22 voting members.

How our MPO plans and manages transportation

SAFETEA-LU and its ensuing transportation planning regulations require MPOs to perform a variety of tasks in order to receive federal transportation planning funds. These tasks are identified and updated annually in the Unified Planning Work Program (UPWP). The UPWP lists all planning work and studies to be performed in a given year. It is adopted in the early part of each year and takes effect at the beginning of the state fiscal year (July 1-June 30). The LCTCC has three permanent subcommittees that help perform its transportation planning duties:

- **Transportation Technical Advisory Committee (TTAC):** The TTAC is composed of 19 members that represent a wide range of transportation interests and advises the MPO on all transportation matters and meets monthly throughout the year.

- **Bicycle & Pedestrian Advisory Committee (BPAC):** The BPAC reports to TTAC, provides input on bicycle and pedestrian transportation and works to implement the county’s Bicycle and Pedestrian Transportation Plan.

- **Transportation Citizens Advisory Committee (TCAC):** The TCAC advises the TTAC, from a citizen’s perspective, on a wide range of transportation planning matters.

From time to time, the MPO will appoint a special task force or steering committee to carry out a specific planning assignment such as updating the Long-Range Transportation Plan or the Transportation Improvement Program or to oversee preparation of a corridor study. For example, a Smart Transportation Task Force was formed in November 2009 to examine increased opportunities for smart growth transportation planning and projects. The MPO has a formal relationship with the Lancaster County Transportation Authority (LCTA), an independent authority that manages implementation of transportation projects in Lancaster County which the MPO has placed on the TIP.

The MPO Vision Statement

The Vision Statement of the LCTCC is taken from the Long-Range Transportation Plan, *Connections*, adopted in 2008. The Vision Statement reads:

“Lancaster County shall have a transportation system that meets the needs of the 21st Century. A truly multimodal system will operate to move people and goods safely and efficiently throughout Lancaster County. The system will support the communities’ goals to balance the needs of a growing community and economy with the goal to protect and preserve the natural, rural and agricultural resource areas. The physical and economic environments of Lancaster County will be supported by a framework of transportation alternatives. Mobility and access will be maximized by a balanced system of roadway networks, transit, rail freight, pedestrian and bicycle modes.”

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**TTAC Voting Members (as of August 2010)**

<table>
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<tr>
<th>Member</th>
<th>Affiliation</th>
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<tbody>
<tr>
<td>Mayor Leo Lutz, Chair</td>
<td>Lancaster County Planning Commission (LCPC)</td>
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<tr>
<td>Ralph Hutchison, Vice-Chairperson</td>
<td>Inter-municipal Committee (LCPC) (Vice Chair)</td>
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<tr>
<td>Dennis Groff</td>
<td>Lancaster County Planning Commission (LCPC)</td>
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<tr>
<td>Ray D’Agostino</td>
<td>Lancaster County Planning Commission (LCPC)</td>
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<tr>
<td>Jay Puschak</td>
<td>Business and Finance Community</td>
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<td>David Greineder</td>
<td>Lancaster Chamber of Commerce and Industry (LCCI)</td>
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<tr>
<td>Marilyn Jamison</td>
<td>Operating Railroad (AMTRAK)</td>
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<tr>
<td>Michael Ridgeway</td>
<td>Bike/Pedestrian Advisory Committee (BPAC)</td>
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<tr>
<td>William Ebel</td>
<td>Environmental Community</td>
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<tr>
<td>Joseph Holzwarth</td>
<td>Motorized Vehicle Interests (AAA)</td>
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<tr>
<td>Dave Kilmer</td>
<td>Red Rose Transit Authority (RRTA)</td>
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<tr>
<td>Austin Beiler</td>
<td>Lancaster Airport Authority (LAA)</td>
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<tr>
<td>John Ahlfeld</td>
<td>Lancaster County Transportation Authority (LCTA)</td>
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<tr>
<td>Rob Ruth</td>
<td>City of Lancaster</td>
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<tr>
<td>Roni Ryan</td>
<td>Outer Municipalities</td>
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<tr>
<td>Dennis Sloand</td>
<td>PennDOT District 8-0</td>
</tr>
<tr>
<td>Walt Panko</td>
<td>PennDOT Central Office</td>
</tr>
<tr>
<td>Beth Hinkle</td>
<td>Transportation Citizen’s Advisory Committee (TCAC)</td>
</tr>
<tr>
<td>Representative Mike Sturla</td>
<td>State Legislature</td>
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* For the most current list, visit the LCPC website
LCTCC Voting Members (as of June 2010)*

Commissioner Scott Martin, Chairperson
Lancaster County Board of Commissioners

Mayor Rick Gray, Vice-Chairperson
City of Lancaster (Vice Chair)

Ray D’Agostino
Lancaster County Planning Commission (LCPC)

David Zimmerman
Lancaster County Planning Commission (LCPC)

Dennis Groff
Lancaster County Planning Commission (LCPC)

Leo Lutz
Lancaster County Planning Commission (LCPC)

David Kratzer, Jr.
Lancaster County Planning Commission (LCPC)

Thomas McDermott
Lancaster County Planning Commission (LCPC)

Kathy Wasong
Lancaster County Planning Commission (LCPC)

Tim Roschel
Lancaster County Planning Commission (LCPC)

Matt Young
Lancaster County Planning Commission (LCPC)

Charlotte Katzenmoyer
City of Lancaster

Constantine Mandros
City of Lancaster

Sam Wilsker
City of Lancaster

Karl Graybill
City of Lancaster

Tucker Ferguson
PennDOT District 8-0

James Ritzman
PennDOT Central Office

Jeffrey Ouellet
Red Rose Transit Authority (RRTA)

David Eberly
Lancaster Airport Authority (LAA)

Daniel Zimmerman
Lancaster County Transportation Authority (LCTA)

Senator Lloyd Smucker
State Legislature

Representative Dave Hickernell
State Legislature

* For the most current list, visit the LCPC website
Our MPO’s Transportation Planning Responsibilities

LCTCC has the lead responsibility to ensure that the transportation process is carried out in accordance with federal and state regulations and remains consistent with the county’s Comprehensive Plan. Important steps in this process include:

**Unified Planning Work Program**

The Unified Planning Work Program (UPWP) guides the transportation planning activities of the LCTCC. The UPWP describes all metropolitan transportation and transportation related air quality planning activities in the county for an entire year. The UPWP includes a budget that shows the federal, state, and local funds that are committed to completion of all planning activities.

**Long-Range Transportation Plan**

Transportation planning work is directed in large part towards implementing and updating the county’s Long-Range Transportation Plan (LRTP). This work takes the form of studies, data collection and analysis, use of management systems, forecasts of future

**SAFETEA-LU’s EIGHT PLANNING FACTORS**

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

2. Increase the safety of the transportation system for motorized and nonmotorized users;

3. Increase the security of the transportation system for motorized and nonmotorized users;

4. Increase the accessibility and mobility of people and for freight;

5. 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;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

7. Promote efficient system management and operation;

8. Emphasize the preservation of the existing transportation system.
transportation and prioritization of projects for funding and implementation. The 2009-2035 LRTP was adopted in October 2008 and provides the framework for transportation improvements in the county over the next twenty-five years. The LRTP uses the eight planning factors specified by SAFETEA-LU to guide the development of the goals and priorities of the plan.

**Transportation Improvement Program (TIP) and State TIP (STIP) and PennDOT 12-Year Program**

The LCTCC, with assistance from PennDOT and Red Rose Transit Authority (RRTA), develops, adopts, and manages the Transportation Improvement Program (TIP), the county’s short range transportation investment strategy. The TIP prioritizes the county’s transportation projects within the constraints of federal, state, and local funding that the county can reasonably expect to receive within the next four years. Projects that are included on the TIP must come from an approved Long-Range Transportation Plan. All projects must conform to requirements of the Clean Air Act Amendments which state that any proposed transportation project or activity should not lead to further degradation of the county’s air quality, but instead, should improve the air quality and move us toward meeting the federal clean air standards. Additionally, there must be adequate public involvement including an advertised public hearing in the development of the TIP.

The State Transportation Improvement Program (STIP) is a combination of all TIPs from across the entire state, including the urban and rural areas. The STIP is consistent with the first four-year period in the PennDOT Twelve-Year Program. Similarly, Lancaster County’s TIP is consistent with the first four years of our county’s portion of the PennDOT Twelve-Year Program. The State Transportation Commission (STC) adopts the Twelve-Year Program which is a combination of all projects receiving funds from any federal transportation source (highway, transit, rail, ports). The TIP and STIP, on the otherhand, only include projects receiving funds allocated through the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) or other major regional transportation projects.
Corridor Studies

The LCTCC sponsors and directs studies of travel corridors in the county. The purpose of a corridor study is to document the transportation needs and current and projected land use patterns along a particular roadway corridor and to develop a comprehensive plan to address the identified needs. The study examines how land use influences the transportation network and how transportation improvements can affect future land use. Corridor studies are one way of providing the initial step in identifying viable transportation projects. The Moving Smarter: Harrisburg Pike Transportation and Land Use Study is an example of a corridor study that resulted in recommendations for roadway improvements and investments in transit, ridesharing, bicycle and pedestrian facilities along the corridor. The MPO is working with local municipalities, PennDOT, RRTA and other partners to implement these improvements.

Intermodal, Non-Motorized, Aviation, and Transit Transportation Planning

The LCTCC provides planning for all forms or "modes" of transportation in Lancaster County. Intermodal transportation planning refers to the connections and the transfer of people and goods between different modes of travel such as rail and truck or bus and passenger rail. Plans for direct access to the Lancaster Amtrak Station by Red Rose Transit Authority (RRTA) buses is an example of intermodalism. The Lancaster County Bicycle and Pedestrian Transportation Plan places strong emphasis on integrating bicycles and pedestrians into the transportation planning process to develop specific facility improvements. RRTA developed a long range transit plan to document transit needs and guide investments into the future. Federal legislation also requires development of a Human Services Transportation Plan to provide for better coordination of the transportation services provided
by human service agencies and programs within Lancaster County. The Lancaster Airport Authority performs aviation planning for the Lancaster Airport, the county’s only commercial, public use airport and planning is coordinated with the LCTCC. Planning for improved passenger rail service on the Keystone Corridor is coordinated by Lancaster County Planning Commission with Amtrak, PennDOT, LCTA and the Strasburg Railroad. Efforts to connect plans for intercity passenger rail with intercity bus service, transit service to downtown Lancaster and other modes. Funding for intermodal projects comes from a variety of federal and state programs including the Congestion Management Air Quality (CMAQ) program, Surface Transportation Program, Transportation Enhancements Program and others.

**Programs that Expand Transportation Choices and Enhance Cultural and Environmental Resources**

Some federal transportation funding programs such as the Transportation Enhancements program and the Home Town Streets/ Safe Routes to School program and the Pennsylvania Communities Transportation...

**Other Planning Support Activities**

The LCTCC is responsible for other planning support activities that are performed by staff. For example, planning staff conduct yearly traffic data collection for the PennDOT Highway Performance Monitoring System (HPMS) and update the Congestion Management Process.

This is a federal requirement that includes monitoring pavement conditions and traffic volumes along state-owned roadways within the county. Staff also collect data to validate the county’s Travel Demand Forecasting Model. This computer simulation model uses current and projected population and employment information to predict travel patterns on the county’s highway network. The LCTCC conducts air quality modeling as part of the TIP process for all transportation projects that are projected to have a significant impact (positive or negative) on air quality. The LCTCC also conducts a “Benefits and Burdens” analysis of transportation projects on the TIP to ensure that “environmental justice” populations (minority, low-income, elderly, disabled) share equally in the benefits of the projects and are not disproportionately burdened by them.
Our MPO’s Transportation Planning Responsibilities

Initiative, offer communities opportunities to fund projects that will expand transportation choices such as bicycle and pedestrian facilities and provide safe routes for children to ride or bike to school. Communities may also use these programs to contribute toward revitalization of local and regional economies by restoring historic transportation stations, renovating streetscapes or establishing transportation museums and visitors centers. Each project is sponsored by one or more municipalities or a nonprofit group, which submits an application for funding to the LCTCC. The LCTCC reviews and ranks the eligible projects that are submitted and then funds the selected projects in the county through the TIP. The LCTCC provides oversight of the awarded projects, while PennDOT provides overall program administration by reimbursing project sponsors with funds shown on the TIP. Projects awarded to date have included construction of a greenway along the Conestoga River, a heritage trail and bike path, restoration of the historic Elizabethtown Station and the Lancaster Amtrak Station, Columbia Safe Routes to School project, South Duke Street Corridor Improvements and other projects.

Lancaster County Municipal Transportation Grant Program

The Lancaster Board of County Commissioners began and funded in most years, the Lancaster County Municipal Transportation Grant Program (MTG) in January 1990 and, as of January 2010, has awarded $91.5 million in grant to municipalities, Red Rose Transit Authority (RRTA), school districts and the Lancaster Airport Authority. Funding for the program has come from bonds issued by the Board of County Commissioners, county general fund resources and liquid fuels tax revenues. County funding typically covers one-third to one-half of a project’s total cost. TTAC appoints a task force to review and evaluate the with assistance from LCPC staff. The task force prioritizes the grant applications and recommends funding to the TTAC and the LCTCC. The LCTCC reviews the grant applications and provides the final recommendations for funding to the Board of County Commissioners which makes the grant awards and announces the recipients. Grant awards have included intersection and signalization improvements, bridge replacements, downtown streetscapes and other projects.
LCTCC and LCPC: Two Organizations that Work Together

The Lancaster County Transportation Coordinating Committee (LCTCC) and the Lancaster County Planning Commission (LCPC) are not the same organization. However, nine of the twenty-two voting members that comprise the LCTCC are also members of the LCPC.

Roles and Responsibilities

**LCTCC**

The main role of the LCTCC is to conduct a continuing, cooperative and comprehensive transportation planning and programming process. Its two most visible activities to the public are conducting roadway corridor studies and prioritizing regionally significant transportation projects that will receive federal, state, and local funds through the LRTP and TIP. Members of the LCTCC include a County Commissioner, Mayor of Lancaster City and city representatives, representatives of the Planning Commission, PennDOT officials, representatives of transportation providers (RRTA, Lancaster Airport Authority), LCTA and Lancaster County representatives to the state legislature.

The LCTCC, as the county’s MPO, has specific transportation planning responsibilities that are mandated by the federal surface transportation legislation, including the federal conformity process stipulated by the Clean Air Act Amendments. The LCTCC works in conjunction with PennDOT and RRTA to develop the TIP, update the Long-Range Transportation Plan, and do a variety of other transportation planning and implementation tasks. LCPC staff serve as staff to the MPO.

**LCPC**

The main function of the LCPC is to plan for and guide growth and development in Lancaster County so that development occurs in an orderly, smart and reasonable manner. Generally, this is accomplished by developing and implementing the County Comprehensive Plan and by participating in the development of municipal or regional comprehensive plans. The most visible activity of the LCPC is the biweekly meeting to approve or to provide recommendations for development proposals, i.e., subdivision and land development plans and to provide advisory recommendations on a wide range of local planning issues.

LCPC has the responsibilities set forth in the Pennsylvania Municipalities Planning Code (MPC), the state law that governs and authorizes local municipalities to plan their development. LCPC is the only agency concerned with planning on a countywide basis. The commission serves as an advisor to municipal governments on a variety of planning matters including municipal comprehensive planning, infrastructure planning, and zoning. The commission reviews development plans for municipalities which have adopted their own subdivision and land development regulations. The commission also administers the county’s subdivision and land ordinance that is used by municipalities that have opted not to adopt their own ordinance.
Lancaster County’s Comprehensive Plan

Both LCPC and LCTCC work on implementing the goals and objectives of the county’s Comprehensive Plan. The LCPC is responsible for developing and implementing the county’s Comprehensive Plan, the official county document that guides the long range physical development of Lancaster County. The LCTCC is responsible for adopting and implementing the Long-Range Transportation Plan (LRTP), which is an element of the Comprehensive Plan.

Common Responsibilities

Staff Resources

The Lancaster County Planning Commission staff is comprised of four divisions overseen by the Executive Director. The four divisions are Housing and Economic Development Planning, Long Range and Heritage Planning, Community Planning, and Transportation Planning. Each of the divisions has its own responsibilities in implementing the Comprehensive Plan. The Transportation Planning Division also provides staff services and resources for the LCTCC.
Glossary of Terms and Acronyms Commonly Used in Transportation Planning

Clean Air Act Amendments (CAAA) – The Clean Air Act is the law that defines the responsibilities of the Environmental Protection Agency (EPA) for protecting and improving the nation’s air quality and the ozone layer of the stratosphere. The last major change in the law enacted by Congress was the Clean Air Act Amendments of 1990. The CAAA contains the federal government’s programs to curb acid rain, urban air pollution, and toxic air emissions and set national health-based ambient air quality standards for specific pollutants. Areas that fail to meet the air standards are called “non-attainment areas” and must develop strategies to reduce emissions as part of their transportation improvement programs. Transportation projects in non-attainment areas may not cause an increase in the amount of emissions from the transportation sector. Lancaster County is non-attainment for particulate matter. The county had been in attainment for ozone, the main component of smog, but was recently reclassified as non-attainment due to new standards that were enacted. Transportation projects that reduce the number of cars on the road by encouraging drivers to use mass transit, ridesharing, and carpooling or biking and walking help reduce harmful air pollutants from transportation.

Conformity – The CAAA stipulates that any approved transportation project, plan, or program must be consistent with the State Implementation Plan (SIP), a document which contains procedures detailing how a state will attain or maintain compliance with National Ambient Air Quality Standards.

Corridor Study – A study to document the transportation needs and current and projected land use patterns in a specific geographic area along one or more transportation routes (corridors). The study also develops a comprehensive plan to address the identified needs.

Congestion Management Process – The Congestion Management Process (CMP) is a process that guides the county’s actions to implement strategic capacity enhancements such as turning lane additions as well as manage capacity and demand through strategies such as traffic signal improvements, Intelligent Transportation (IT) and demand management initiatives that encourage people to make fewer single-occupancy trips, travel in off-peak hours when possible, or use other forms of transportation like transit, bicycling or walking.

Federal Fiscal Year (FFY) – The federal fiscal year begins October 1 and ends the following September 30. For example, FFY 2005 begins October 1, 2005 and ends September 30, 2006.

Highway Performance Monitoring System (HPMS) – A Federal Highway Administration (FHWA) system designed to collect and analyze traffic information of the nation’s streets and highways to serve the data and information needs of the FHWA and the U.S. Congress.

Intermodal – The term “mode” refers to and distinguishes various forms of transportation, such as automobile, transit, ship, rail, bicycling, and walking. Intermodal refers to the use of more than one mode to accomplish a trip or to the connections between modes.
Lancaster County Comprehensive Plan – The Lancaster County Comprehensive Plan is the official county document that serves as a guide to the long-range physical development of Lancaster County. The Comprehensive Plan is a regional plan, and local officials are encouraged to incorporate the policies and build on the concepts in the plan when they develop more detailed local planning documents. The LRTP and Growth Management Plan are elements of the county comprehensive plan.

Lancaster County Planning Commission (LCPC) – The only agency in the county that comprehensively addresses countywide planning issues. The Commission integrates adopted county policies to support the implementation of countywide plans for the future. The agency protects the health, safety, and welfare of our residents; provides leadership in the management of growth and change in the county; and balances growth with the desire to preserve the agricultural lands, natural areas and unique heritage of Lancaster County.

Lancaster County Transportation Coordinating Committee (LCTCC) – The MPO designated by the Governor of Pennsylvania to carry out transportation planning and programming in Lancaster County, to adopt and amend Long-Range Transportation Plans and Transportation Improvement Programs, and keep the region eligible to receive federal transportation funds.

Metropolitan Planning Organization (MPO) – A planning group designed by the Governor for each urban area with a population of more than 50,000. MPO’s are required by federal law for the purposes of conducting an inclusive transportation planning and programming process. Members include both private citizens and local government officials. The Lancaster County Transportation Coordinating Committee is the MPO for Lancaster County.

Ridesharing – A program that offers free commuter matching services. In our county, interested commuters may register with Commuter Services of South Central Pennsylvania (www.pacommuterservices.com). Participants are sent a personalized match list of commuters with similar commute routes that can be called to organize a carpool and provided with other helpful information.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) – signed into law on August 10, 2005, this federal legislation authorized surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. It remains in effect through extensions until new surface transportation is enacted.

State Fiscal Year (SFY) – The state’s fiscal year begins July 1st and ends the following June 30th. For
example, SFY 2006 begins July 1, 2005 and ends June 30, 2006.

**State Transportation Commission (STC)** – Mandated by PA Act 120 of 1970, this body consists of the state’s Secretary of Transportation, the Chairman of the House and Senate Transportation Committees, and nine other members appointed by the Governor. Its purpose is to gather and study all available data relating to the needs for highway and bridge construction or reconstruction, and the needs for aviation, rail, and mass transit facilities, and services. The main responsibility is to determine which projects should be constructed or reconstructed and thus be included in the State’s Twelve-Year Program.

**Statewide Transportation Improvement Program (STIP)** – The combination of all TIPs from across the Commonwealth of Pennsylvania, adopted by the MPO’s and the rural planning organizations.

**Transportation Improvement Program (TIP)** – The four-year program that lists all regionally-significant and federally-funded transportation projects and services in the county. It is developed in cooperation with PennDOT and Red Rose Transit Authority, and is adopted by the MPO. The TIP is consistent with the first four years of the Commonwealth’s Twelve-Year Program. It is reviewed by the county’s Bicycle and Pedestrian Advisory Committee and the Transportation Citizens Advisory Committee and is approved by the Federal Highway Administration, Federal Transit Administration, and the U.S. Environmental Protection Agency.

**Transportation Technical Advisory Committee (TTAC)** – An advisory committee of the MPO that oversees the technical work of the LCPC staff and develops recommendations to the LCTCC on all transportation matters.

**Twelve-Year Program** – The Commonwealth’s prioritized project listing, as recommended by PennDOT and adopted by the State Transportation Commission, of the transportation improvements identified for development and implementation in Pennsylvania during the upcoming 12 years. The plan, together with any additions or changes, is subject to review and re-adoption biannually.

**Unified Planning Work Program (UPWP)** – Includes all transportation planning activities carried out in a region. In our county, the planning partners are PennDOT, the LCTCC, and RRTA. Our UPWP serves as the basis for an annual transportation planning grant from PennDOT to Lancaster County. It is jointly developed by PennDOT and the LCTCC, and approved by FHWA and FTA.
Sources for Obtaining More Information

Write or visit:
Lancaster County Transportation Coordinating Committee
150 N. Queen Street, Suite 320
Lancaster, PA 17603
Phone: (717) 299-8333     Fax: (717) 295-3659
E-mail: planning@co.lancaster.pa.us
Web Site: www.co.lancaster.pa.us/planning

Lancaster County Planning Commission Executive Director:
James R. Cowhey, AICP

Scheduled Meetings (Please call first to verify meeting date):
LCTCC: Meets approximately five times a year on the 4th Monday of the month at 12:00 p.m. Meetings are held at the Lancaster County Building, 150 N. Queen Street in conference rooms 102/104.

TTAC: Meets most months on the 2nd Monday of the month at 12:00 p.m. Meetings are held at the Lancaster County Building, 150 N. Queen Street in conference rooms 102/104.

BPAC: Meets monthly on the last Tuesday of the month at 4:00 p.m. Meetings are held at the Lancaster County Building, 150 N. Queen Street in Lancaster City. Call to confirm the meeting.

TCAC: Meets several times during the year at 7:00 p.m. at various locations. Call to confirm meeting location.

Board of Commissioners Involved:
In addition to the federal and state funding sources, funding, support for the LCTCC is also provided by the Lancaster County Board of Commissioners:
   Scott Martin, Chairman
   Dennis Stucky, Vice Chairman
   Craig Lehman