


# Smart Transportation **Quarterly**


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## www.smart-transportation.com

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- The ST website has been updated to enhance your ability to Learn Practice & Achieve Smart Transportation. It will continue to be updated with new materials, so please check it out!

## Have Questions or Ideas about Smart Transportation?



Send them to us at  
[smarttransportation@state.pa.us](mailto:smarttransportation@state.pa.us)

## 2010 Planning Partner Meeting Summary

by Hugh McGowan

Representatives from the Metropolitan and Rural Planning Organizations (MPOs/RPOs), Federal Highway Administration (FHWA), Pennsylvania Department of Transportation (PennDOT) Districts, and PennDOT Central Office were present at the 2010 Planning Partners' Annual Meeting held October 18-20 at the Holiday Inn in Grantville. The annual meeting is an opportunity for collaboration and discussion of key transportation topics, many directly related to the Department's Smart Transportation Initiative.

Some of the highlights directly related to the department's Smart Transportation initiative included:

- Update on the Improved Project - Delivery Process
  - Rules of engagement - provided answers to recurring questions the department has received from Planning Partners on the implementation of the Improved Project - Delivery Process.
  - Asset management planning - focused on how to maintain the current system of highways and bridges. In the future, PennDOT will collect input, make modifications, develop an annual reporting mechanism, institutionalize a measurement system and make sure that investment decisions are driven by the measures.
  - Project screening forms - although the forms are still a work in progress, the demonstration showed how the forms will be filled out and transmitted to the MPOs/RPOs and PennDOT. The forms are currently being enhanced, with emphasis on the level 2 form, to automatically use existing data sources, eliminating the need for excessive data production or collection.
- Lebanon Transit (formerly COLT) Route 934 Park and Ride Lot in East Hanover Township, Lebanon County presented by the Lebanon County Planning Department. For more information refer to the Pennsylvania Community Transportation Initiative (PCTI) Spotlight in this newsletter!
- U.S. 19 Corridor Study examining an area in Mercer Borough and East Lackawannock Township presented by the Mercer County Regional Planning Commission. The intent of this project is to develop ways to enhance the pedestrian environment by reducing congestion; increasing access to the central business district; improving connectivity of the sidewalk network; and establishing an Access Management Plan for US Route 19 and the I-80 interchange to support economic development goals. The study will be completed by the end of 2010.

Both of these projects were funded through the first round of the PCTI funding! For more information on PCTI, please visit <http://www.smart-transportation.com/pcti.html>.

## A Smart Transportation Retrospective from Allen Biehler, Secretary of PennDOT



As I look back over the past eight years, I believe the work we are doing together that PennDOT calls Smart Transportation is one of the most important things we can do for Pennsylvania. We started with a statewide conference to talk about linking land use, transportation and economic development. And now we have incorporated those principles fully into our program development and project delivery and other key business areas.

Pennsylvania has almost 40,000 miles of state-maintained roadways and over 25,000 bridges that run through major cities and small towns and everywhere in between. Pennsylvania contributes over \$1 billion a year to 38 transit systems statewide that provide 410 million rides annually. It supports hundreds of rail and aviation facilities through funding and inspections. Each of these are vital pieces of our transportation system and we rely on our partners from the planning organizations, state and local governments, and transit organizations to create and maintain a system that effectively moves our people and goods.

Pennsylvania is on the front line and other states have looked to us as they struggle with these issues too. The State Smart Transportation Initiative mentioned in this newsletter will help us to share our success with other states as they look at what we have done and where we are headed.

I am proud of the progress we have made.

- In March 2008, the Smart Transportation Guidebook was published to show how to implement Smart Transportation themes in real-world projects. The Federal Highway Administration and Federal Transit Administration have given the Smart Transportation Guidebook the prestigious Award of Excellence. This award "recognizes outstanding initiatives across the country to develop, plan and implement innovative transportation planning practices." The Guidebook provides flexible standards that tie transportation design decisions to community contexts and goals, and guides engineers to focus on smaller-scale, affordable, community-supportive solutions first.
- The project delivery and program development process has been improved to involve a collaborative decision-making process among local governments, counties, Metropolitan Planning Organizations/Rural Planning Organizations and PennDOT and a focus on connecting transportation improvements to land use decisions.
- Hands-on outreach sessions have been held across Pennsylvania to increase the understanding of how PennDOT and municipalities can collaborate to more fully integrate transportation and land use design.
- Internal policies and procedures have been realigned to provide more design flexibility in support of the principles found in the Guidebook.
  - PennDOT's design manuals for engineers and project managers have been revised to incorporate flexible standards to support the themes of Smart Transportation.
  - The department developed a new set of Transportation Impact Study (TIS) Guidelines that allow alternative transportation modes as development impact mitigation strategies. The TIS Guidelines also align the local land development process with the process for seeking access to state roads.



### SMART TRANSPORTATION GUIDEBOOK

*Planning and Designing Highways and Streets  
that Support Sustainable and Livable Communities*



New Jersey Department  
of Transportation



PennDOT  
Pennsylvania Department  
of Transportation

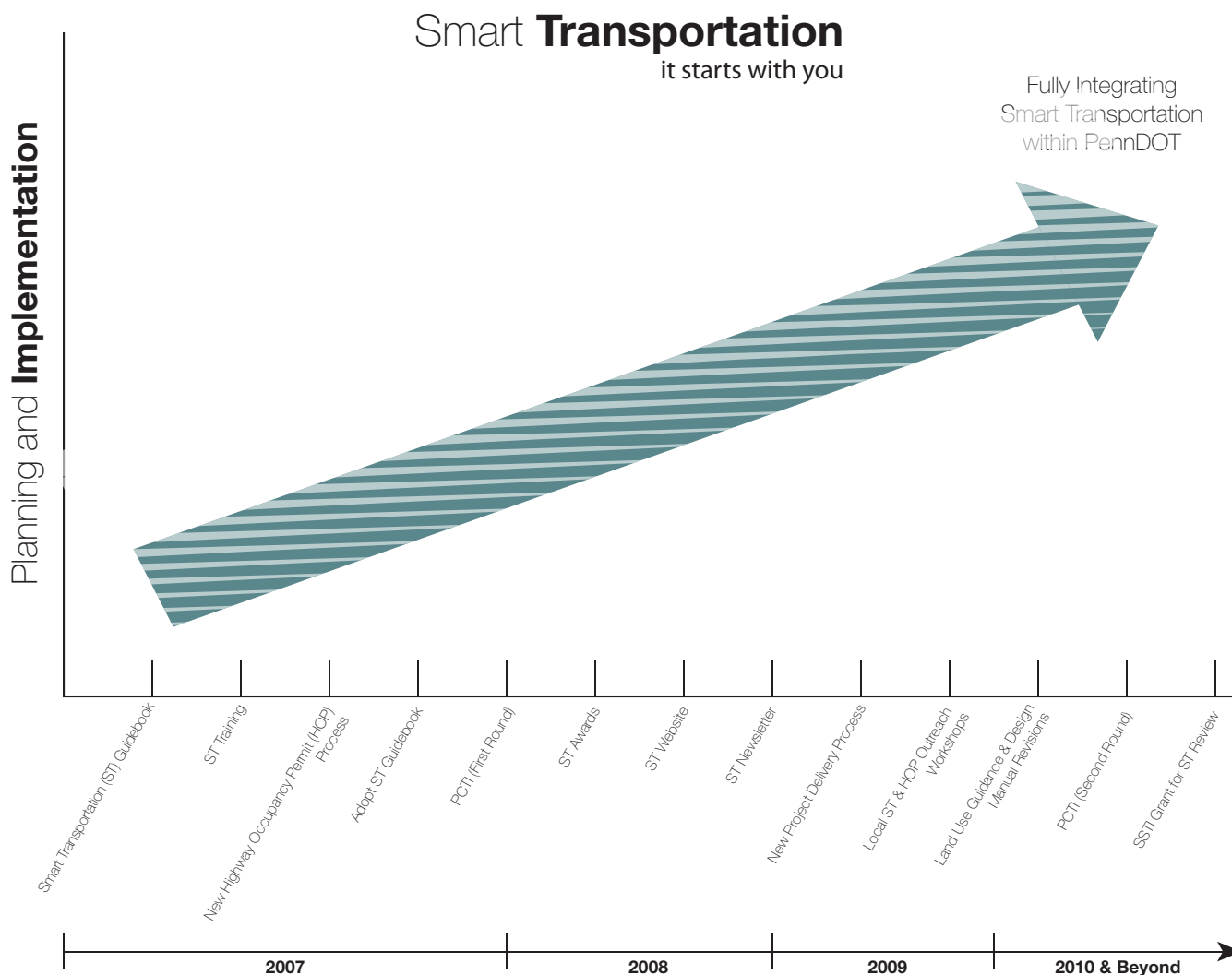
MARCH 2008

- The Handbook for Integrating Transportation and Land Use in Comprehensive Plans provides specific guidance to communities on how to prepare the transportation elements of a comprehensive plan and how transportation goals can be better linked to land use elements of a comprehensive plan as well as regional long range transportation plans.
- Our Planning Deputate has required increased compatibility and consistency in metropolitan and rural regions' Long Range Transportation Plans, local comprehensive plans, and other planning documents.
- The Pennsylvania Community Transportation Initiative, a competitive funding program to support and incentivize local transportation projects that exemplify Smart Transportation, was successfully launched and will be announcing its second round of project funding shortly.

The Smart Transportation initiative has made great progress in advancing livability and sustainability goals. The key players have been department staff, planning partners, local officials and the public. Pennsylvania's effort is serving as a model for other states.

Partnering...building great communities...linking transportation investments...land use planning and decision making...these elements make up the definition of smart transportation. We all have a part to play. I look forward to seeing many further refinements as the department and its partners creatively expand the Smart Transportation frontier.

*Allen D. Biebler*



## Pennsylvania Community Transportation Initiative - Project Spotlight

A significant theme of Smart Transportation is to Accommodate all Modes of Travel. An efficient transportation system considers the infrastructure necessary to support all modes of travel, including walking, bicycling, transit and private automobiles. This is especially important in an era of economic instability, when many of our families are spending 30 percent or more of their income on transportation.

Lebanon Transit's (formerly COLT) Mission Statement is to provide safe, efficient, convenient and affordable public transportation alternatives to the residents of Lebanon County. This mission continues to be realized with \$660,000 in Pennsylvania Community Transportation Initiative funding to construct the Lebanon Transit Park-and-Ride Lot that will expand commuting options to the Harrisburg area. The park and ride site hosts a separate bus lane for easy passenger access and a bus shelter containing energy-efficient lighting and protection from the elements. This amenity will support a new direct bus service, commencing in fall 2010, direct to Harrisburg from Lebanon County utilizing Interstate 81. The new buses contain air conditioning, Wi-Fi, and high back seats to ensure a comfortable and productive commuter alternative.

Kudos to Lebanon Transit and Lebanon County for enhancing transportation choices for its residents!



### State Smart Transportation Initiative

Pennsylvania has been selected to receive technical assistance as part of a Rockefeller funded initiative called State Smart Transportation Initiative (SSTI) to examine its Smart Transportation Initiative and develop a national case study. The mission of the SSTI is "to promote 'smart transportation' (ST) practices that promote environmental sustainability and equitable economic development, while maintaining high standards of governmental efficiency and transparency." The department will be meeting with reviewers in the beginning of the year to assess and document its success.

In addition to specific technical assistance, the SSTI initiative will provide a community of practice for states to share innovative ideas as they implement smart transportation approaches on the ground. Already the department's Smart Transportation guidebook is featured on the SSTI website at: <http://www.ssti.us>.

## Integrating Smart Transportation into the Process

by Brian Hare

A key to fully integrating Smart Transportation into our daily business is the incorporation of the themes and principles into our program development and project delivery process. On Sep. 30, the Bureau of Project Development approved the 2010 Edition of the Design Manual (DM) Part 1 Series, facilitating the application of Smart Transportation measures into all projects.

The DM Part 1 Series is a total re-packaging of the former Project Development process to incorporate the Smart Transportation Guidebook and the new Linking Planning and NEPA Process. The DM Part 1 Series now includes:

- DM-1, Transportation Program Development and Project Delivery Process;
- DM-1A, Pre-TIP and TIP Program Development Procedures;
- DM-1B, Post-TIP NEPA Procedures;
- DM-1C, Transportation Engineering Procedures; and
- DM-1X, Appendices to the DM-1 Series.

With the implementation of the new DM Part 1 Series, all new projects added to a Transportation Improvement Program (TIP) or Long Range Transportation Plan (LRTP) after June 30, 2011, must follow the new procedures. Planning Partners and Department staff should apply the new requirements to all existing Capacity Adding projects that are still early in development to ensure a sustainable solution is developed.

Please visit the Tools & Resources section of the Smart Transportation website for links to the September 2010 Edition of the Design Manual. <http://www.smart-transportation.com/tools.html>.

## Developing Regional Long Range Plans Resource Guidance

by Brian Wall

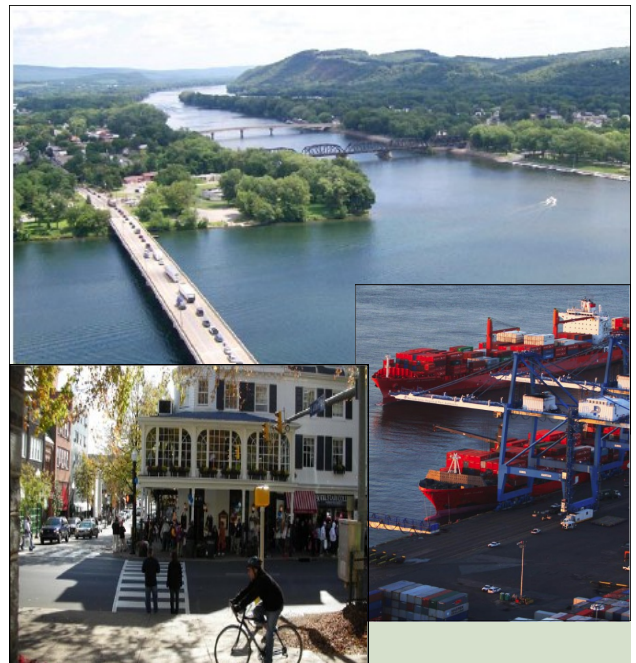
Long range planning is a key tool that the state of Pennsylvania and Metropolitan and Rural Planning Organizations (MPOs/RPOs) have available to shape transportation and economic investments that help to establish the form of regional development. Long range planning is a process that provides an opportunity for citizens, government officials, planners and associated stakeholders to come together to visualize their region's future over the next 20 years or more. This vision should include goals and policies that support the region's desired transportation direction.

To assist MPOs/RPOs in developing meaningful plans the Planning Partners, in coordination with PennDOT, have updated the Developing Regional Long Range Plan: Resource Guidance for Pennsylvania Planning Partners. The guidance includes many resources such as the most current federal requirements and state policies, a more uniform approach to determining fiscal constraints and maintaining the existing transportation infrastructure, and tools designed to strengthen the linkage between the LRTP and the Transportation Improvement Programs.

Currently, a training module is under development to articulate the contents of the document. The training is not only targeting the MPOs/RPOs staff but also the stakeholders they will need to engage as they develop a plan for their region.

### Developing Regional Long Range Plans

#### Resource Guidance for Pennsylvania Planning Partners



Center for Program Development and Management  
PO Box 3365  
Harrisburg, PA 17105-3365  
PHONE: 717.787.2862  
FAX: 717.787.5274  
PUB - 575 (September 2010)



Available on the ST website at <http://www.smart-transportation.com/tools.html>

## Spotlight on Award Winners

We are continuing the feature series on Smart Transportation award winners with two more recent winners spotlighted below. Future editions of Smart Transportation Quarterly will describe other award-winning projects.

### Spotlight 1: Lycoming County; County Bridge #113 Replacement Project

This new fiber reinforced polymer deck bridge is located over English Run and is known as Lycoming County Bridge #113. The new bridge maximized innovative bridge funding sources and replaced an obsolete and functionally deficient bridge with a long-life structure that should carry all types of users well into the 22nd century. Even more impressive, the opening of the new bridge occurred just 13 days after the closure of the old bridge!

Great work, Lycoming County!



### Spotlight 2: Lehigh County; Old Village Road Bridge Replacement Project

The Old Village Road Bridge in Lehigh County received the runner-up designation in this year's Smart Transportation competition for county-owned facilities. This precast bridge is a context sensitive solution to a failing bridge that was size and weight restricted for commercial vehicles and was causing problems for migratory fishes.

Congratulations,  
Lehigh County!



## Smart Chat



In this feature of Smart Transportation Quarterly, our resident Smart Transportation expert, Natasha, answers your questions regarding Smart Transportation. As always, if you have any questions, send them to [smarttransportation@state.pa.us](mailto:smarttransportation@state.pa.us).

"In the last Edition of the ST Newsletter, you discussed a second round of The Pennsylvania Community Transportation Initiative (PCTI) funding. When can we expect projects to be selected?"

The department has received 237 applications from around the state, requesting a grand total of \$174 million for the second round of PCTI funding. The department will fund a total of \$24 million over the next two years to support potential projects that exhibit Smart Transportation principles. The department is currently reviewing the applications based on the degree to which the project supports Smart Transportation principles and the ability to implement local land use actions in support of the transportation investments. Concurrent to the internal department review, our Planning Partners, sister state agencies and Federal Highway Administration (FHWA) are providing feedback to ensure projects that are ultimately selected help to build great communities for future generations.

This review is expected to be completed and provided soon to the Transportation Secretary for approval. Award announcements are anticipated shortly thereafter, but a specific date has not been determined. Rest assured that the review process is very thorough and that selected projects will be great representative examples of Smart Transportation!

Once announced, the second round PCTI projects will be listed on the Smart Transportation website. I look forward to responding to more of your questions in the next issue of Smart Transportation Quarterly!

*Natasha*