

6 *Transportation Plan*

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The Lebanon County 2005-2030 Long Range Transportation Plan identifies the county's long-term transportation needs and strategies for improving the transportation network relative to the challenges of community development and growth. In doing so, the plan fulfills the federal transportation planning requirements for the Lebanon County Metropolitan Planning Organization (LEBCO MPO), thus ensuring the county's continued eligibility for Federal transportation funding.



The plan includes short-term (1-4 years), medium-term (5-12 years) and long-term (13-25 years) projects and strategies to advance steady progress toward short, medium and long range system goals. The plan will be updated every four years to adapt to changing conditions and new county, regional and state priorities. With SAFETEA-LU, the Federal Highway Administration and Federal Transit Administration have undertaken an administrative process to change the frequency of updates to four years, and this plan attempts to satisfy those requirements.

Introduction

What is a Metropolitan Planning Organization?

A metropolitan planning organization (MPO) is a policy-making body made up of representatives from local and state government and transportation authorities. The Federal Aid Highway Act of 1962 requires the formation of an MPO for any urbanized area with a population greater than 50,000 individuals. Each urbanized area listed by the U.S. Census Bureau must be represented by an MPO in order to carry out the metropolitan transportation planning process specified in Federal transportation regulations (23 USC 134 and 49 USC 5303).

According to the Federal Highway Administration (FHWA), the six core functions of an MPO are:

- **Establish a setting:** Establish and manage a fair and impartial setting for effective regional decision-making in the metropolitan area.
- **Evaluate alternatives:** Evaluate transportation alternatives, scaled to the size and complexity of the region, to the nature of its transportation issues, and to the realistically available options.
- **Maintain a Long Range Transportation Plan (LRTP):** Develop and update a long range transportation plan for the metropolitan area covering a planning horizon of 25 years that fosters (1) mobility and access for people and goods, (2) efficient system performance and preservation, and (3) quality of life.
- **Develop a Transportation Improvement Program (TIP):** Develop a program based on the long range transportation plan and designed to serve the area's goals, using spending, regulating, operating, management, and financial tools.

- **Involve the public:** Involve the general public and all the significantly affected sub-groups in the four essential functions listed above.
- **Develop a Unified Planning Work Program:** Receive federal and state funds through the UPWP to carry out the above tasks.

FHWA and FTA require metropolitan planning organizations in each urbanized area to maintain a continuing, cooperative and comprehensive transportation planning process that considers all modes through three mandated products:

- A Long Range Transportation Plan (LRTP)
- A Transportation Improvement Program (TIP)
- A Unified Planning Work Program (UPWP)

What is the Lebanon County MPO?

In May 2002, based on the 2000 U.S. Census, Lebanon County was designated by the U.S. Census Bureau as an “urbanized area,” defined as a “densely settled territory containing 50,000 or more people,” thus requiring the formation of the Lebanon County MPO.¹

The Lebanon County Metropolitan Planning Organization (LEBCO MPO) is the local agency responsible for transportation planning and programming. It includes representatives from county and local government (elected officials, planning department, emergency management), local transit, aviation, and trail organizations, business and industry (including agriculture and tourism), as well as state and federal transportation agencies. LEBCO MPO provides the county with a collaborative planning forum to address transportation-related issues from a countywide and regional perspective and to plan for and make decisions on the use of federal transportation funds.



The Lebanon County MPO is comprised of an MPO Policy Board and an MPO Technical Planning Committee which meet bimonthly at advertised meetings.

- The MPO Policy Board includes voting representatives from Lebanon County government, the City of Lebanon, County of Lebanon Transit, PennDOT’s Central Office and District 8-0 office, Lebanon Valley Chamber of Commerce, and one representative from the county’s townships and one from the county’s boroughs. Non-voting, advisory members include representatives from the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency. The role of the Policy Board is to approve all actions of the MPO.
- The MPO Technical Planning Committee includes voting representatives from Lebanon County government, Lebanon County Planning Department, the City of

¹ US Census, Federal Register, 67 FR 21962 (May 1, 2002)

Lebanon, County of Lebanon Transit, Lebanon Valley Economic Development Corporation, PennDOT's Central Office and District 8-0 office, one representative from the county's townships and one from the county's boroughs, and one representative from the Aviation community. Non-voting, advisory members include representatives from the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency, Lebanon County/City Geographic Information Systems office, the agricultural community, Lebanon Valley Tourist Promotion Agency, Community of Lebanon Association, Lebanon Valley Rails-to-Trails and Lebanon County Emergency Management Agency. The role of the Technical Planning Committee is to provide procedural and technical guidance on the products and processes of the MPO.

Lebanon County Planning Department provides staff support to both the Policy Board and the Technical Planning Committee.

Lebanon County MPO Region

Lebanon County is a 5th class county in south central Pennsylvania. The county encompasses 362.9 square miles or 232,256 acres. Its population in 2000 was 120,327 persons. Lebanon County ranks 28th among the state's 67 counties in population and 60th in land area.

The county is comprised of 26 municipalities: sixteen townships of the second class, two townships of the first class, seven boroughs, and one third class city, the City of Lebanon. The City of Lebanon is the county seat and has traditionally been the center of major business and banking activity. The boroughs developed as community centers along major trade and transportation routes, connecting farmers and tradesmen with regional markets.

Lebanon County is bordered by Dauphin County to the north and west, by Berks and Schuylkill Counties to the east, and by Lancaster County to the south. Neighboring metropolitan centers include Harrisburg, Lancaster, Reading, and Pottsville.

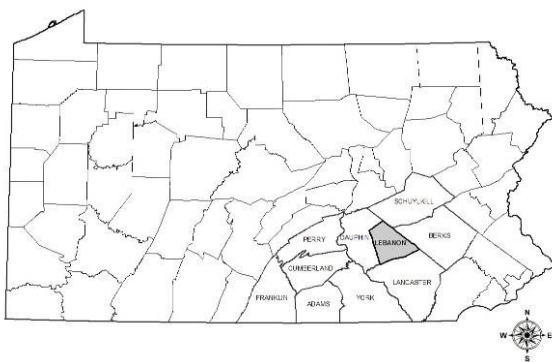


Figure 6-1 South Central PA Counties

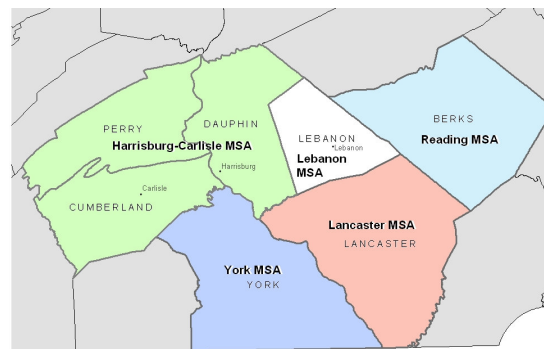


Figure 6-2 Lebanon and Adjacent MPOs

The MPO territory includes the City of Lebanon and all but three municipalities of Lebanon County. Regional transportation planning for Palmyra Borough and portions of North Londonderry Township and South Londonderry Township is conducted by the Harrisburg Area Transportation Study (HATS), the MPO for the Harrisburg urbanized region. It is the intent of the Lebanon County MPO to eventually conduct federally-

funded long range transportation planning activities for these communities and bring them into the Lebanon County MPO.

Further description of Lebanon County’s location within the surrounding region can be found in Chapter 2, Regional Setting, of the comprehensive plan.

The *Demographic Profile, Background Study #1*, focuses on historic population statistics and population projections. Lebanon County has shown consistent growth over the past four decades, from 90,853 residents in 1960 to 120,327 residents in 2000. Approximately 75% of the population lives within three miles of US Route 422. For future planning,



population projections were based upon the linear projection method. The county is expected to continue to grow through 2020, and in terms of growth rates, the county’s foreseeable growth rate is expected to be similar to that of the 1980-1990 decade.

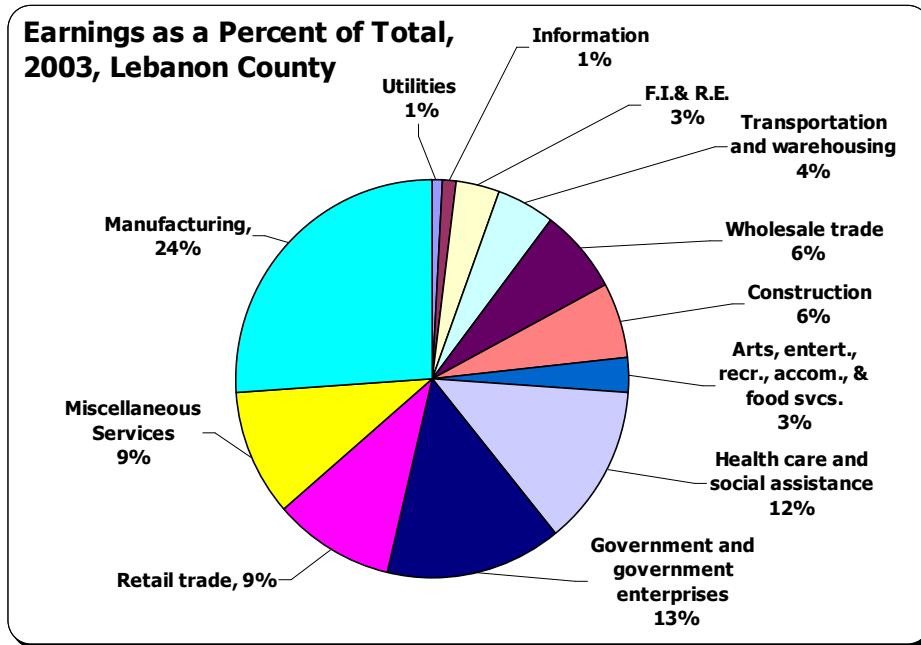
Future growth in the townships will outpace growth in most of the boroughs and the City of Lebanon. The exceptions will be Cornwall Borough and Jonestown Borough. Only 2 of the 26 municipalities (Mount Gretna Borough and West Lebanon Township) will not see growth because their land areas are small and there is limited vacant land to develop. The median age in Lebanon County is also projected to remain above that of the state resulting from the growing number of senior citizen housing complexes. While all minority ethnic groups grew in Lebanon County between 1990 and 2000, the most significant growth occurred among the Hispanic population.

Between 1990 and 2000, almost 4,700 new homes were constructed in Lebanon County. Housing growth in Lebanon County during that period was 10.5%; outpacing statewide growth of 6.3%. Housing growth took place in all but 5 of Lebanon County’s municipalities. The average household size in Lebanon County is 2.49 persons. In the last 15 years, 95% of the new residential units were single family dwellings or mobile homes and less than 5% were multifamily dwellings. These and other housing facts, figures and programs are outlined in *Chapter 12 – Housing Plan*.



A very detailed assessment of Lebanon County’s economic structure, performance, and labor force are documented in *Chapter 8 – Economic Development Plan*. The county’s economy has evolved from one based primarily on agricultural pursuits to a diverse mixture of agricultural, industrial, manufacturing and service enterprises. The diversity of the modern-day Lebanon County economy is shown in Figure 6-3. Please note that agriculture and agriculture-related earnings are listed in separate tables and charts in the *Economy and Employment Profile, Background Study #3*.

Figure 6-3 Earnings as a Percent of Total Earnings



Source: US Bureau of Economic Analysis, REIS, Series CA25.

Miscellaneous Services: services other than health and social assistance; includes education

F.I.&R.E: Finance, Insurance, Real Estate and Rental and Leasing

Arts, ent., recr., accom., & food svcs.: Arts, Entertainment, Recreation, Accommodations, & Food Services

The Long Range Transportation Plan

As an MPO, Lebanon County is required by federal regulations to develop a Long Range Transportation Plan (LRTP) and update that plan every four years. This is the inaugural LRTP. The horizon year of this plan is 2030. As the Lebanon County Comprehensive Plan is finalized in late 2007 and as implementation begins in calendar year 2008, the transportation plan will be amended and re-adopted in the spring of 2008 along with the development of the 2009-2012 TIP. The next major update of the plan will probably occur in 2010.

Key elements of the comprehensive plan that will influence the transportation plan in the near future are the Community Facilities Plan, the Housing Plan, the Natural Resources Plan, Open Space, Greenways, and Recreation Plan, the Historic Resources Plan, the Land Use Plan, and the Energy Conservation Plan.

Each successive update of this document will respond to the trends and projected changes in the county's demographics, economy, and transportation needs and serve as a guide for future transportation investments. This plan will be reviewed and updated every four years and, when appropriate, the vision and goals will be refined and adjusted.

The Long Range Transportation Planning process comprises three main elements:

- **A transportation system profile** – an inventory of transportation facilities and an assessment of its capacity to serve its users; this includes historic and forecasted user demand of the transportation facilities and a discussion of the need and opportunities for transportation planning to sustain Lebanon County's quality of life.

- **Goals and policy statements** – a description of the transportation system that Lebanon County strives to provide and other policies addressing areas such as maintenance, preservation, mobility, access and decision making.
- **A transportation plan** – a prioritized list of projects, improvements and other strategies and services to be funded and programmed through private, local, state, and/or federal sources.

Vision Statement, Goals and Policy Considerations

Introduction

The Lebanon County LRTP is organized around a vision statement, six goals, and a policy statement that identifies the basic values for the plan's development and implementation. The Vision Statement, Goals and Policy Considerations were developed in conjunction with the MPO Policy Board and Technical Planning Committee.

Vision Statement

The Vision Statement conveys the preferred future direction and condition of the community concerning the countywide transportation network.

The Lebanon County Long Range Transportation Plan Vision Statement

The transportation system of Lebanon County will safely, efficiently and effectively serve the mobility, access and travel needs of residents, businesses and visitors.

Goals

The Plan is organized around six goals that identify key directions or areas of priority.

The Lebanon County Long Range Transportation Plan's Goals

1. Provide a safe and secure transportation system;
2. Provide a multi-modal system that is efficient, interconnected and accessible;
3. Promote a sustainable transportation system that compliments the county's natural and built environment;
4. Meet the challenges and opportunities of growth through collaborative planning, funding and project implementation;
5. Target investments for maximum local and regional benefit and impact; and

Policy Statement

The Lebanon County Long Range Transportation Plan process has identified a multi-faceted policy statement as a method of assessing candidate projects and strategies to ensure that they adhere to the vision and goals listed above as well as the eight federal planning factors.

Lebanon County Long Range Transportation Plan Policy Statement

1. Establish databases and monitoring systems to ensure that funding is targeted to preserve Lebanon County's transportation infrastructure.
2. Maintain and improve the existing transportation system;
3. Improve the safety and security of the transportation system for motorized and non-motorized users;
4. Increase the efficiency and connectivity for moving both people and goods, including the protection of future transportation corridors;
5. Promote efficient system management and operation, including the application of access management provisions in local regulations;
6. Focus on affordable and sensible operational improvements;
7. Enhance the integration and connectivity of the transportation system for people and freight;
8. Ensure that the county's bicycle and pedestrian network is fully integrated into the county's multimodal transportation system.
9. Emphasize transit's role in support of the continued economic health of Lebanon County and its integral relationship to mobility, land use and overall community development.
10. Coordinate transportation system improvements with land use, infrastructure, and other community development policies and stakeholders;
11. Encourage local support for transportation improvements as well as opportunities for private sector involvement;
12. Support the economic vitality of Lebanon County by contributing to its competitiveness, productivity and efficiency;
13. Protect and enhance the environment, promote energy conservation, improve the quality of life and encourage a healthy lifestyle;
14. Promote community and neighborhood livability, including the protection of scenic corridors.
15. Maintain the City/County Geographic Information Systems (GIS) geodatabase with up-to-date software and current data sets.

Federal Planning Factors

As required by federal regulation, eight planning factors are considered in this Long Range Transportation Plan and reflected in the LRTP’s Vision, Goals and Policy Statement. On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which refined and expanded the planning factors. Table 6-1 federal planning factors and the applicable goal or policy statement item(s) identified for the LEBCO MPO LRTP.

Table 6-1 Federal Planning Factors and LEBCO MPO LRTP Compliance

Federal Planning Factor	LEBCO LRTP Goal or Policy Statement Item(s)
<ul style="list-style-type: none"> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency. 	<ul style="list-style-type: none"> Support the economic vitality of Lebanon County by contributing to its competitiveness, productivity and efficiency. Emphasize transit’s role in support of the continued economic health of Lebanon County and its integral relationship to mobility, land use and overall community development.
<ul style="list-style-type: none"> Increase the safety of the transportation system for motorized and non-motorized users. 	<ul style="list-style-type: none"> Improve the safety and security of the transportation system for motorized and non-motorized users.
<ul style="list-style-type: none"> Increase the security of the transportation system for motorized and non-motorized users. 	<ul style="list-style-type: none"> Improve the safety and security of the transportation system for motorized and non-motorized users.
<ul style="list-style-type: none"> Increase the accessibility and mobility for people and for freight. 	<ul style="list-style-type: none"> Increase the efficiency and connectivity for moving both people and goods, including the protection of future transportation corridors. Enhance the integration and connectivity of the transportation system for people and freight. Ensure that the county’s bicycle and pedestrian network is fully integrated into the county’s multimodal transportation system. Emphasize transit’s role in support of the continued economic health of Lebanon County and its integral relationship to mobility, land use and overall community development. Coordinate transportation system improvements with land use, infrastructure, and other community development policies and stakeholders.
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Protect and enhance the environment, promote energy conservation, improve the quality of life and encourage a healthy lifestyle. Coordinate transportation system improvements with land use, infrastructure, and other community development policies and stakeholders.

Federal Planning Factor	LEBCO LRTP Goal or Policy Statement Item(s)
<ul style="list-style-type: none"> Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. 	<ul style="list-style-type: none"> Enhance the integration and connectivity of the transportation system for people and freight; Ensure that the county’s bicycle and pedestrian network is fully integrated into the county’s multimodal transportation system.
<ul style="list-style-type: none"> Promote efficient system management and operation. 	<ul style="list-style-type: none"> Promote efficient system management and operation, including the application of access management provisions in local regulations.
<ul style="list-style-type: none"> Emphasize the preservation of the existing transportation system. 	<ul style="list-style-type: none"> Establish data bases and monitoring systems to ensure that funding is targeted to preserve Lebanon County’s transportation infrastructure. Maintain and improve the existing transportation system.

Conditions and Trends

Throughout Pennsylvania, there is increasing recognition of the linkages between land use and transportation, namely how land use impacts the efficiency and effectiveness of the transportation system. Proactive planning in anticipation of growth is critical to mitigate the impacts of the population increases expected for Lebanon County as described in the *Demographic Profile, Background Study #1* in Appendix I.

The evaluation of existing conditions and observable trends in the use of the transportation network provides a starting point for the development of strategies and projects for inclusion in the Long Range Transportation Plan.

The *Transportation Profile, Background Study #8*, contains a thorough description of Lebanon County’s existing transportation network including an inventory of roads, bridges, public transit, rail freight lines, airports and bicycle and pedestrian facilities. The profile reveals many of the locations where problems exist, which trends are changing the way that the system is being used, and how future demand will require enhancements to accommodate growth.



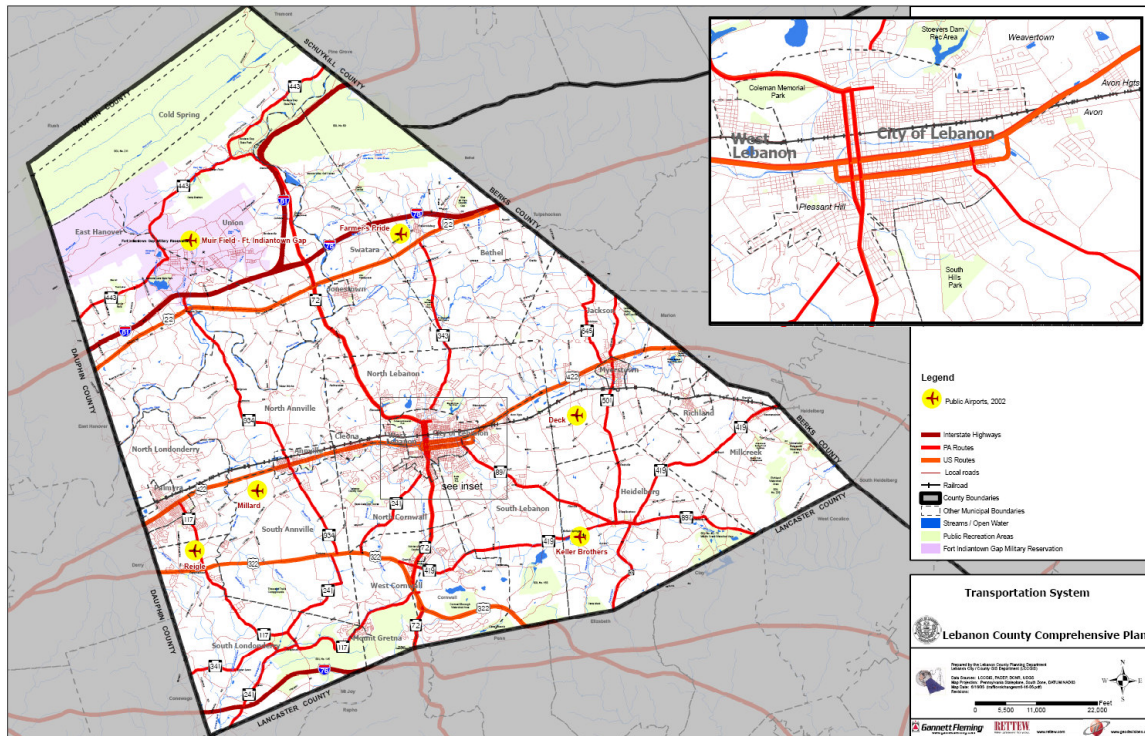
Overall Countywide Trends

Recent and projected future residential growth within Lebanon County has affected the transportation network’s efficiency and changed the way residents, workers and others use the system. Generally observed countywide trends as identified in the profile include:

- The number of residents and jobs within Lebanon County are expected to grow until at least 2020.
- Residents are currently traveling longer and farther to work than they did ten years ago.
- Traffic pressure from increasing demand for residential and business development will continue to impact the county's roadway infrastructure.
- Traffic on the county's main roads is expected to continue to increase, creating additional delay and the potential for trip diversions onto secondary roads.

The net effect of the trends identified above reinforces the need for a coordinated planning approach that reinforces the link between land use, transportation and economic development to smartly accommodate future residential and job growth.

Figure 6-4 Lebanon County's Transportation Network



Key Trends by Mode

The profile focused on each transportation mode to highlight usage trends and key indicators that required further evaluation in the Long Range Transportation Plan. Table 6-2 summarizes many of the key transportation trends identified in the profile. This Long Range Transportation Plan will identify the strategies and projects to address the trends and indicators listed below.

Table 6-2 Key Trends by Transportation Mode

Mode or Facility	Key Trends and Indicators for Additional Evaluation
Highway, Roadway, Bridges and ITS	<ul style="list-style-type: none"> • Traffic growth on the interstates could bring additional goods movement-related and residential development to areas near interchanges, specifically along I-81 and I-78. • Traffic growth on critical PA state roads, specifically US 322 from Cornwall through Campbelltown (South Londonderry) to the county line, US 422 in Myerstown and PA 241 in South Londonderry reveal significant increases. These locations, and others throughout the county, need to be examined to determine whether capacity enhancements or other traffic control/safety measures are necessary. • Congestion management will dictate evaluation of highway corridors instead of individual highway segment projects. • Countywide population and employment growth will increase traffic throughout the system. Capacity, traffic congestion, pavement and bridge conditions and traffic signal operations will need to be examined to both ensure safety/efficiency and consistency with community character. • High Occurrence Crash Locations must be evaluated to identify the reason for the high number of traffic incidents as well as any trends or conditions that will continue to compromise system safety. • Bridge conditions in the county must continue to improve.
Transit	<ul style="list-style-type: none"> • Both local and intercity transit is losing market share. Information and analysis is needed to clarify why this is occurring and what steps can reverse this trend. • The majority of minority and low-income residents are located in and around the City of Lebanon, where transit opportunities currently exist and may be more effectively enhanced. • The CORRIDORtwo Regional Rail would provide commuter rail transit service connecting the City of Lebanon and Harrisburg via the Norfolk Southern Harrisburg Line. There is no approved schedule for design and construction of the project. • Work with the Susquehanna Regional Transportation Partnership to help develop and promote transportation options beyond the single occupancy vehicle.
Freight Rail	<ul style="list-style-type: none"> • Traffic on Norfolk Southern’s Harrisburg Line is expected to continue to grow. • The 9th & 10th Streets Bridges over Norfolk Southern project will remove two at-grade crossings within the City of Lebanon. These bridges will improve traffic flow and access for emergency vehicles. • The safety of grade crossings countywide would be enhanced by

Mode or Facility	Key Trends and Indicators for Additional Evaluation
	<p>the installation of gates, as planned by the LEBCO MPO.</p> <ul style="list-style-type: none"> Automated horns and other options should be investigated to address noise complaints while preserving safety at rail crossings.
Aviation	<ul style="list-style-type: none"> Lebanon County has four privately-owned public use airports (Deck, Farmer's Pride, Keller Brothers, and Reigle) and one private, private use airport. The 2002 Lebanon County Airport Feasibility Study and Master Plan concluded that while there is local interest in a public general use airport, airport users are generally satisfied that the county's current capacity meets their needs. The closest major commercial airport is in Harrisburg (33 miles way). Further examinations are necessary to determine whether improved airport access should be a priority.
Non-Motorized	<ul style="list-style-type: none"> Anncville, Cleona, Lebanon, Palmyra, Myerstown, Schaefferstown, Richland and Jonestown are good examples of communities that have walkable and bike-friendly downtowns. Continued maintenance and expansion of these bike/ped networks should be pursued to ensure mobility options for all travelers.

Project and System Improvement Evaluation

Introduction

The recommended projects and improvements of the plan represent a significant effort to achieve better land use/transportation relationships and to place a priority on the improvement of the existing transportation system wherever feasible. Projects are categorized as short-term (1- 4 years); medium-term (5-12 years); or long-term (13-25 years) and presented by transportation mode.

The list of projects for consideration in the plan emerged from numerous sources:

- The Lebanon County Metropolitan Planning Organization FFY 2005-2008 Transportation Improvement Program (TIP)
- The Lebanon County Metropolitan Planning Organization FFY 2007-2010 Transportation Improvement Program (TIP)
- Harrisburg Area Transportation Study Metropolitan Planning Organization TIP and Long Range Transportation Plan (for Palmyra Borough and portions of North and South Londonderry Townships)
- PennDOT's 12-Year Transportation Program
- The Transportation System profile
- PennDOT District 8-0 and District 8-8 Maintenance Office
- Pennsylvania Turnpike Commission
- County of Lebanon Transit
- 123 key person1 interviews

- Transportation outreach meetings conducted in all of the county’s municipalities
- The six “Forums for Our Future” meetings held in July 2005
- Municipal surveys conducted as part of the comprehensive plan outreach
- Newspaper and Website Surveys in January 2006
- Pennsylvania State Police
- Lebanon County Comprehensive Plan Task Force
- Municipal Workshops and Public Open House events – 10 in May/June 2007
- Susquehanna Regional Transportation Partnership
- SC PA Regional Goods Movement Study
- TV, newspaper, and radio information and outreach, including Radio Omega (local Hispanic radio station)

Project Prioritization Process

Beginning in 1991, the United States Department of Transportation (USDOT) has required that all long range transportation plans are “fiscally constrained,” meaning that the funding for the projects identified in the plan must be reasonably available. For the Lebanon County Long Range Transportation Plan, the total potential cost of all candidate projects far exceeded the amount of projected funding available. Funding limitations and practical realities require that transportation improvements be prioritized. As a result, a set of evaluation criteria based on the Vision, Goals and Policy Statement were applied to the large list of candidate projects and improvements to comply with the fiscal constraint provisions of the USDOT statewide and metropolitan transportation planning regulations.²

Methodology for Evaluating Candidate Improvements

The selection process that produced the list of recommended projects and improvements was developed to balance the variety of community concerns in a clear and defensible manner with an emphasis on system preservation and local public support. The methodology is designed to be used for future plan updates as well.

There are six steps to the project selection process:

- a. Inclusion of previously-programmed projects and improvements.** The LEBCO MPO TIP, the PennDOT 12-Year Transportation Program, the HATS MPO TIP and the HATS Long Range Transportation Plan all contain projects that have already been screened through an approved federally-endorsed, comprehensive process and will be “grandfathered” into the Lebanon County LRTP. The current version of the LEBCO MPO FFY 2007 TIP is included in the references section at the end of the Transportation Plan.
- b. Application of vision, goals and policy statement to the Candidate Projects.** The list of candidate LRTP projects were evaluated to ensure compliance with the vision, goals and the policy statement described in the Introduction. This process

² 23 CFR 450.322(b)(11)

- places a priority on projects that enhance the operation of the current system and enjoy a significant level of local support to ease project implementation and produced the draft list of LRTP preferred projects.
- c. Application of Revenue Projections.** In order to plan and prioritize needs effectively, there must be a common understanding of the projected financial resources available over the 25-year planning horizon. Existing revenue sources include:
- PennDOT
 - Federal Highway Administration
 - Federal Transit Administration
 - Pennsylvania Department of Conservation and Natural Resources
 - Municipal contributions
 - Private sector contributions
- d. Public Review of the Draft Long Range Transportation Plan.** Throughout the development of the Lebanon County Long Range Transportation Plan, the public and representatives of the public had the opportunity to meet with MPO staff at a variety of public meetings and other concurrent events linked to the Lebanon County Comprehensive Plan effort. The plan's public outreach efforts are described under the Public Outreach, Stakeholder Review and Environmental Justice Compliance section.
- e. Environmental Justice Review.** As a subset of the public review process, the Federal Highway Administration and Federal Transit Administration require that Long Range Transportation Planning processes are inclusive and that input from traditionally underserved and underrepresented groups be pursued. The Lebanon County LRTP development process included a specific effort to involve all stakeholders as part of the public review strategy in compliance with FHWA and FTA guidance with Title VI/Environmental Justice guidance. The plan's public outreach efforts to the Environmental Justice communities are described under the Public Outreach, Stakeholder Review and Environmental Justice Compliance section.

LRTP Recommended Projects and Strategies

Based upon the LRTP project and system improvement evaluation criteria, as well as public and stakeholder input and review, the following seven charts identify Lebanon County MPO's regional priorities by type of mode. These project lists represent Lebanon County's long range vision for transportation enhancements based on the Vision, Goals and Policy Statement identified for this LRTP and complies with the guidance and requirements of USDOT and PennDOT. A list of proposed studies to help identify future needs and projects for subsequent plan updates is included at the end of this section.

Projects and other strategies relevant to Lebanon County that have appeared in other PennDOT- or USDOT-approved documents, such as the PennDOT 12-Year Program, the Harrisburg Area Transportation Study LRTP and the Lebanon County MPO Transportation Improvement Program (TIP), are included.

Every FFY 2007 – 2010 Transportation Improvement Program (TIP) project and line item is included in the plan and identified as a TIP project. Locations of major 2007-2010 TIP projects are illustrated in Figure 6-5 in the chapter references.

The plan also includes short-term (1-4 years), medium-term (5-12 years) and long-term (13-25 years) projects and strategies to advance steady progress toward short, medium and long range system goals. These project groupings are distinguished by the following color coding:

2007-2010 TIP Projects*
Short-Term (1-4 years)
Medium-Term (5-12 years)
Long-Term (13-25 years)

* As presented in the June 2006 LRTP. The September 10, 2007 TIP listing is included in the Reference Tables Section. Contact the MPO staff for current TIP listing.

The list of potential projects is expected to expand significantly during future plan updates. This inaugural LRTP does not contain any line items or placeholders beyond the 2007 – 2010 Transportation Improvement Program to stand in for actual projects to be identified as future needs are revealed through further studies and system evaluations. As a result, the plan has additional financial capacity in the medium-term and long-term elements.

Highway

The LEBCO MPO LRTP identifies \$67,835,000 in highway/roadway-related improvements over the 25-year span of the Long Range Transportation Plan which includes programmed projects, new projects and proposed studies. Additional highway projects will emerge and be included in the plan as studies are completed and as trends/conditions require. For example, the new Lancaster/Lebanon Pennsylvania Turnpike Interchange and the growing traffic in this portion of PA Route 72 may require highway capacity improvements in the future.



Table 6-3 Highway Improvements

Improvement	Description	Status	Estimated Total Cost	Time Frame of Improvement
Congested Corridor Improvement Program, Annville/Cleona and Palmyra/ N. Londonderry	Signal improvements at key locations and related intersection and roadway improvements along US Route 422	Programmed (TIP) Final Design	\$300,000	TIP
2007 - 2010 CMAQ Line Item	Line Item for FFY 2007	Programmed (TIP) Construction	\$1,045,599	TIP
Susquehanna Regional Transportation Partnership (SRTP), LEBCO MPO "Fair Share"	LEBCO MPO portion of the 2006-2007 SRTP Budget (CMAQ Funds)	Programmed (TIP) Construction	\$67,401	TIP
Susquehanna Regional Transportation Partnership (SRTP), LEBCO MPO "Fair Share"	LEBCO MPO portion of the 2007-2008 SRTP Budget (CMAQ Funds)	Programmed (TIP) Construction	\$67,401	TIP
2007 - 2010 CMAQ Line Item	Line Item for FFY 2008	Programmed (TIP) Construction	\$1,053,599	TIP
2007 - 2010 CMAQ Line Item	Line Item for FFY 2009	Programmed (TIP) Construction	\$1,143,000	TIP
2007 - 2010 CMAQ Line Item	Line Item for FFY 2010	Programmed (TIP) Construction	\$1,143,000	TIP
2007 - 2010 Safety Reserve	Line Item for FFY 2007 (HSIP Funds)	Programmed (TIP) Construction	\$601,000	TIP
2007 - 2010 Safety Reserve	Line Item for FFY 2008 (HSIP Funds)	Programmed (TIP) Construction	\$608,000	TIP
2007 - 2010 Safety Reserve	Line Item for FFY 2009 (HSIP Funds)	Programmed (TIP) Construction	\$622,000	TIP
2007 - 2010 Safety Reserve	Line Item for FFY 2010 (HSIP Funds)	Programmed (TIP) Construction	\$622,000	TIP
Project Delivery Assistance to PennDOT	Consultant assistance with preliminary engineering activities on programmed TIP projects (A-581 Funds in FFY 2007)	Programmed (TIP) Pre-Engineering	\$150,000	TIP

• Long Range Plan Projects •

Improvement	Description	Status	Estimated Total Cost	Time Frame of Improvement
2007 - 2010 RRX Line Item	Line Item for FFY 2007	Programmed (TIP) Construction	\$133,000	TIP
2007 - 2010 RRX Line Item	Line Item for FFY 2008	Programmed (TIP) Construction	\$133,000	TIP
2007 - 2010 RRX Line Item	Line Item for FFY 2009	Programmed (TIP) Construction	\$133,000	TIP
2007 - 2010 RRX Line Item	Line Item for FFY 2010	Programmed (TIP) Construction	\$132,000	TIP
US Route 22 (Allentown Boulevard) Resurfacing (A-581 Funds in FFY 2007, 2008 and 2009)	Resurfacing, shoulder construction, guide rail replacement, drainage, median barrier installation and other safety improvements from Dauphin County Line to PA Route 934 in East Hanover Twp.	Programmed (TIP) Construction	\$9,658,000	TIP
Ironmaster Road	Roadway resurfacing and other improvements (STP Funds in FFY 2007)	Programmed (TIP) Construction	\$2,000,000	TIP
2007 - 2010 HRST Reserve	Miscellaneous highway restoration work in Lebanon County in FFY 2008 with STP Funds	Programmed (TIP) Construction	\$2,000,000	TIP
Schaefferstown Bypass (PA Route 501)	Design, ROW and Utilities in FFY 2007 with STP and SXF Funds	Programmed (TIP) All Phases	\$1,250,000	TIP
Schaefferstown Bypass (PA Route 501)	ROW Phase in FFY 2008 with STP Funds	Programmed (TIP) ROW	\$644,000	TIP
Schaefferstown Bypass (PA Route 501)	ROW and Construction Phases in FFY 2009 with STP and SXF Funds	Programmed (TIP) ROW & Construction	\$7,625,000	TIP
Schaefferstown Bypass (PA Route 501)	Construction Phase in FFY 2010 with STP Funds	Programmed (TIP) Construction	\$1,756,000	TIP

Improvement	Description	Status	Estimated Total Cost	Time Frame of Improvement
Campbelltown Connector (Construct new roadway from Lingle Avenue to Forge Road in South Londonderry Township) (HATS)	Construction Phase in FFY 2007 (HATS funding)(dollars not included in the tables)	Programmed (HATS TIP) Construction	(\$4,315,000)	TIP
US Route 422/Lingle Avenue Intersection Improvement in Palmyra Borough (HATS)	Intersection Improvement in FFY 2007 and FFY 2008; final design, utilities/ROW and construction (HATS funding)(dollars not included in the tables)	Programmed (HATS TIP) All phases	(\$7,900,000)	TIP
		Subtotal	\$32,265,000	
NEW LONG RANGE TRANSPORTATION PLAN PROJECTS				
11 th Avenue Railroad Crossing Safety Improvements in City of Lebanon and N. Lebanon Township	Mandated PUC improvements	Plan Project All Phases	\$120,000 (S)	Short
Ramona Road Railroad Crossing Safety Improvements in Jackson Township	Install gates ("crossbucks") and other safety related equipment	Plan Project All Phases	\$110,000 (S)	Short
Signal installation and intersection improvements at Crestview Drive and PA Route 72 in North Cornwall Township	Install new signal and make necessary channelization and roadway improvements	Plan Project All Phases	\$500,000 (S)	Short
Install left-turn phases in traffic signals for PA Route 934 traffic at US Route 422 intersection in Annville	Intersection improvement at PA Route 934 and US Route 422 in Annville Township	Plan Project All Phases	\$100,000 (S)	Short
Intersection improvements at PA Route 419 and PA Route 72 in the Village of Quentin	Channelization, left-turning lanes and revised signal timing at 419/72 intersection in West Cornwall Township	Plan Project All Phases	\$690,000 (S)	Short

• Long Range Plan Projects •

Improvement	Description	Status	Estimated Total Cost	Time Frame of Improvement
Provide a left-turn lane at Wilhelm Avenue and Cornwall Road (SR 2001)	Improve channelization on Wilhelm Avenue in the City of Lebanon	Plan Project All Phases	\$385,000 (S)	Short
PA Route 241 Safety Improvements in N. Cornwall Township	Improve roadway alignment and install centerline and shoulder "rumble" strips and/or guiderail at key locations from the City of Lebanon to US Route 322	Plan Project All Phases	\$750,000 (S)	Short
PA Route 72 and Fisher Road (SR 4020) intersection improvements in Lickdale, Union Township	Widen intersection, improve turning lanes, upgrade traffic signals to accommodate increased traffic and high percentage of truck traffic	Plan Project All Phases	\$1,300,000 (S)	Short
Safety improvements at PA Route 343 and US Route 22 in Bethel Township	Install safety improvements to make traffic aware of upcoming light, south of the Village of Fredericksburg	Plan Project All Phases	\$250,000 (S)	Short
Intersection improvement at Jonestown Road (old Route 22) and PA Route 72 in Union Township	Improve channelization, advance signal phase for left turns, and streetscape improvements for pedestrian safety	Plan Project All Phases	\$1,175,000 (M)	Medium
Congestion and Access Management Study on PA Route 72 from Ebenezer south to US Route 322	Congestion and Access Management Study for North Lebanon Township, City of Lebanon, North Cornwall Township and Cornwall Borough	Candidate UPWP Study	\$50,000 (M)	Medium

Improvement	Description	Status	Estimated Total Cost	Time Frame of Improvement
Install signal and left turn lanes at PA Route 343 (North 7th Street) and Kimmerlings Road/Kochenderfer Road in North Lebanon Township	Install new signal and other needed intersection improvements, possibly sight distance on 343	Plan Project All Phases	\$950,000 (M)	Medium
Intersection improvement at Cornwall Road (SR 2001) and Rocherty Road (SR 2002)	Improve channelization and possible new demand-actuated signal installation in North Cornwall Township	Plan Project All Phases	\$530,000 (M)	Medium
Intersection improvement at Prescott Road (SR 2005) and US Route 422 in North Lebanon Township	Improve channelization and possible new demand-actuated signal installation in North Lebanon Township	Plan Project All Phases	\$525,000 (M)	Medium
US Route 422 Intersection improvements at PA Route 501 and PA Route 645 in Jackson Township	Improve channelization and turning movements at both locations; consider signal interconnection	Plan Project All Phases	\$1,600,000 (M)	Medium
Intersection improvements at PA Route 501 and Hergelrode Drive in Jackson Township	Reduce curve and improve sight distance at hard curve, south of Myerstown	Plan Project All Phases	\$1,285,000 (M)	Medium
I-78/PA Route 72 Point of Access Study in Union Township	Point of Access (POA) Study for potential interchange between I-78 and PA Route 72 in Union Township	Candidate Study	\$750,000 (L)	Long
Construct full interchange between US Route 22 and I-78 in Bethel Township	Current half interchange needs to be upgraded to a full interchange for current and future traffic patterns	Plan Project All Phases	\$24,500,000 (L)	Long
		Subtotal	\$35,570,000	
		TOTAL	\$67,835,000	

Bridge

The LEBCO MPO LRTP identifies \$51,282,678 in bridge-related improvements over the 25-year span of the Long Range Transportation Plan which includes programmed projects and new projects.



Table 6-4 Bridge Improvements

<i>Improvement</i>	<i>Description</i>	<i>Status</i>	<i>Estimated Total Cost</i>	<i>Time Frame of Improvement</i>
Inwood Iron Bridge replacement in Union and Swatara Townships	Final Design in FFY 2008	Programmed (TIP) Final Design	\$210,000	TIP
Inwood Iron Bridge replacement in Union and Swatara Townships	Utilities and ROW in FFY 2008	Programmed (TIP) Utilities & ROW	\$30,000	TIP
Inwood Iron Bridge replacement in Union and Swatara Townships	Construction in FFY 2009 and 2010	Programmed (TIP) Construction	\$1,925,000	TIP
Chestnut Street Bridge replacement in N. Cornwall Township	Preliminary Engineering in FFY 2007	Programmed (TIP) Pre. Engineering	\$176,000	TIP
Chestnut Street Bridge replacement in N. Cornwall Township	Final Design in FFY 2008	Programmed (TIP) Final Design	\$200,000	TIP
Chestnut Street Bridge replacement in N. Cornwall Township	Utilities and ROW in FFY 2008	Programmed (TIP) Utilities & ROW	\$30,000	TIP
Chestnut Street Bridge replacement in N. Cornwall Township	Construction in FFY 2009 and 2010	Programmed (TIP) Construction	\$1,204,000	TIP
9 th & 10 th Streets Bridges, City of Lebanon, new bridges on PA Route 72 over Norfolk Southern	ROW in FFY 2007	Programmed (TIP) ROW	\$604,660	TIP
9 th & 10 th Streets Bridges, City of Lebanon, new bridges on PA Route 72 over Norfolk Southern	Construction in FFY 2009 (SXF Funds and match)	Programmed (TIP) Construction	\$8,000,000	TIP

Improvement	Description	Status	Estimated Total Cost	Time Frame of Improvement
9 th & 10 th Streets Bridges, City of Lebanon, new bridges on PA Route 72 over Norfolk Southern	Construction in FFY 2010 (NHS Funds and match)	Programmed (TIP) Construction	\$7,014,011	TIP
Tremont Bridge removal (PA Route 72) in Swatara Township over abandoned RR	Preliminary Engineering in FFY 2007	Programmed (TIP) Pre. Engineering	\$222,695	TIP
Tremont Bridge removal (PA Route 72) in Swatara Township over abandoned RR	Final Design in FFY 2009	Programmed (TIP) Final Design	\$237,690	TIP
Tremont Bridge removal (PA Route 72) in Swatara Township over abandoned RR	Utilities and ROW in FFY 2009 and 2010	Programmed (TIP) Utilities & ROW	\$210,000	TIP
Middle Creek Tributary Bridge (PA Route 897) replacement in Heidelberg Township	Construction in FFY 2007 (STP Funds)	Programmed (TIP) Construction	\$410,000	TIP
Union Road Bridge (SR 1009) replacement in Bethel Township	Final Design in FFY 2009 and 2010	Programmed (TIP) Final Design	\$156,080	TIP
Union Road Bridge (SR 1009) replacement in Bethel Township	Utilities and ROW in FFY 2010	Programmed (TIP) Utilities & ROW	\$8,000	TIP
Mount Zion Road Bridge (SR 1011) rehabilitation in Bethel Township	Final Design in FFY 2009 and 2010	Programmed (TIP) Final Design	\$318,715	TIP
Mount Zion Road Bridge (SR 1011) rehabilitation in Bethel Township	Utilities and ROW in FFY 2010	Programmed (TIP) Utilities & ROW	\$33,000	TIP
Furnace Road Bridge (SR 2014) rehabilitation over Mill Creek in Millcreek Township	Preliminary Engineering in FFY 2007	Programmed (TIP) Pre. Engineering	\$262,253	TIP
Furnace Road Bridge (SR 2014) rehabilitation over Mill Creek in Millcreek Township	Final Design in FFY 2009	Programmed (TIP) Final Design	\$159,395	TIP

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Improvement	Description	Status	Estimated Total Cost	Time Frame of Improvement
Furnace Road Bridge (SR 2014) rehabilitation over Mill Creek in Millcreek Township	Utilities and ROW in FFY 2009	Programmed (TIP) Utilities & ROW	\$8,000	TIP
Furnace Road Bridge (SR 2014) rehabilitation over Mill Creek in Millcreek Township	Construction in FFY 2010	Programmed (TIP) Construction	\$816,170	TIP
Furnace Road Bridges (2) (SR 2014) replacement over Mill Creek in Millcreek Township	Preliminary Engineering in FFY 2007	Programmed (TIP) Pre. Engineering	\$351,344	TIP
Furnace Road Bridges (2) (SR 2014) replacement over Mill Creek in Millcreek Township	Final Design in FFY 2009	Programmed (TIP) Final Design	\$253,777	TIP
Furnace Road Bridges (2) (SR 2014) replacement over Mill Creek in Millcreek Township	Utilities and ROW in FFY 2009	Programmed (TIP) Utilities & ROW	\$6,000	TIP
Furnace Road Bridges (2) (SR 2014) replacement over Mill Creek in Millcreek Township	Partial Construction in FFY 2010	Programmed (TIP) Construction	\$444,183	TIP
Mill Street Bridges (2) (SR 3023) replacement over Quittapahilla Creek in N. Cornwall Township	Preliminary Engineering in FFY 2007	Programmed (TIP) Pre. Engineering	\$489,785	TIP
Mill Street Bridges (2) (SR 3023) replacement over Quittapahilla Creek in N. Cornwall Township	Final Design in FFY 2009 and 2010	Programmed (TIP) Final Design	\$329,229	TIP
Mill Street Bridges (2) (SR 3023) replacement over Quittapahilla Creek in N. Cornwall Township	Utilities and ROW in FFY 2009 and 2010	Programmed (TIP) Utilities & ROW	\$22,000	TIP

Improvement	Description	Status	Estimated Total Cost	Time Frame of Improvement
Lindley Murray Road Bridge (SR 4013) replacement over Raccoon Creek in East Hanover Township	Preliminary Engineering in FFY 2007	Programmed (TIP) Pre-Engineering	\$284,266	TIP
Lindley Murray Road Bridge (SR 4013) replacement over Raccoon Creek in East Hanover Township	Final Design in FFY 2009 and 2010	Programmed (TIP) Final Design	\$343,711	TIP
Lindley Murray Road Bridge (SR 4013) replacement over Raccoon Creek in East Hanover Township	Utilities and ROW in FFY 2009 and 2010	Programmed (TIP) Utilities & ROW	\$33,000	TIP
Blacks Bridge Road Bridge (SR 4014) replacement over Swatara Creek in East Hanover Township	Final Design in FFY 2009	Programmed (TIP) Final Design	\$314,487	TIP
Blacks Bridge Road Bridge (SR 4014) replacement over Swatara Creek in East Hanover Township	Utilities and ROW in FFY 2009	Programmed (TIP) Utilities & ROW	\$20,000	TIP
Clear Springs Road Bridge replacement over Quittapahilla Creek in N. Annville Township, and possible minor roadway realignment	Construction in FFY 2009	Programmed (TIP) Construction	\$1,680,000	TIP
		Subtotal	\$26,807,451	
NEW LONG RANGE TRANSPORTATION PLAN PROJECTS				
Tremont Bridge removal (PA Route 72) in Swatara Township over abandoned RR	Construction (bridge removal) in FFY 2011	Plan Project Construction	\$917,190 (S)	Short
Union Road Bridge (SR 1009) replacement in Bethel Township	Construction in FFY 2011	Plan Project Construction	\$664,690 (S)	Short

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Improvement	Description	Status	Estimated Total Cost	Time Frame of Improvement
Mount Zion Road Bridge (SR 1011) rehabilitation in Bethel Township	Construction in FFY 2011	Plan Project Construction	\$1,157,490 (S)	Short
Furnace Road Bridges (2) (SR 2014) replacement over Mill Creek in Millcreek Township	Remaining Construction in FFY 2011	Plan Project Construction	\$887,187 (S)	Short
Mill Street Bridges (2) (SR 3023) replacement over Quittapahilla Creek in N. Cornwall Township	Construction in FFY 2011	Plan Project Construction	\$779,470 (S)	Short
Lindley Murray Road Bridge (SR 4013) replacement over Raccoon Creek in East Hanover Township	Construction in FFY 2011	Plan Project Construction	\$759,730 (S)	Short
Blacks Bridge Road Bridge (SR 4014) replacement over Swatara Creek in East Hanover Township	Construction in FFY 2011	Plan Project Construction	\$2,109,470 (S)	Short
South Spruce Street Bridge replacement over Quittapahilla Creek in Annville Township	Replace bridge and roadway realign	Plan Project All Phases	\$1,400,000 (S)	Short
North Lincoln Avenue Bridge replacement over Quittapahilla Creek in the City of Lebanon	Replace bridge with a pre-cast box culvert	Plan Project All Phases	\$1,000,000 (S)	Short
Coon Creek Road Bridge replacement over Coon Creek in E. Hanover Township	Bridge replacement (bridge closed from flood)	Plan Project All Phases	\$750,000 (S)	Short
Replace Zinns Mill Road Bridge over abandoned RR line in Borough of Cornwall	Bridge replacement east of Cornwall Road	Plan Project All Phases	\$900,000 (M)	Medium
Reilly Road Bridge replacement over Tulpehocken Creek in Jackson Township	Bridge replacement	Plan Project All Phases	\$1,100,000 (M)	Medium

Improvement	Description	Status	Estimated Total Cost	Time Frame of Improvement
Yordy's Bridge Road bridge replacement over Swatara Creek in N. Annville Township	Bridge replacement	Plan Project All Phases	\$3,400,000 (M)	Medium
Greenpoint School Road Bridge replacement over Trout Run in Union Township	Bridge replacement	Plan Project All Phases	\$900,000 (M)	Medium
Shirksville Road Bridge replacement over Earlakill Run in Bethel Township	Bridge Replacement	Plan Project All Phases	\$800,000 (M)	Medium
Replace one-lane North 25 th Street Underpass of Norfolk Southern with a two-lane underpass and improve approaches and sight distance in West Lebanon Township	Bridge underpass and roadway realignment	Plan Project All Phases	\$6,950,000 (L)	Long
		Subtotal	\$24,475,227	
		TOTAL	\$51,282,678	

Interstate Management Program Funding

For informational purposes only, the following projects are being listed in the plan. These and other PennDOT “3R” (resurfacing, rehabilitation and reconstruction) projects in Lebanon County and elsewhere in the Commonwealth will be funded from PennDOT’s Interstate Management Program Fund. As Interstate projects get included in the Statewide Transportation Improvement Program (STIP) from Lebanon County, they were added to the LEBCO MPO LRTP for reference only, since the funding for these projects rests with PennDOT and the funding isn’t included in the below-listed financial tables. The following projects came from PennDOT. In the next update of the plan, a more robust list of projects will be jointly developed and the financial resources will be included in the plan.



Table 6-5 Interstate Management Improvements

Improvement	Description	Status	Estimated Total Cost	Time Frame of Improvement
I-81 Overhead Bridge Group	Bridge preservation activities on I-81 from I-78/81 split to Dauphin County Line Construction in FFY 2008	STIP Project All Phases	\$2,673,000	STIP
I-78 Mainline Bridges	Bridge preservation activities on I-78 from I-81 to Berks County Line Construction in FFY 2008	STIP Project Construction	\$3,490,000	STIP
I-78 Overhead Bridges	Bridge rehabilitations from I-78/81 split to Berks County Line Construction in FFY 2007	STIP Project Construction	\$2,095,000	STIP
		Subtotal	\$8,258,000	
NEW LONG RANGE TRANSPORTATION PLAN PROJECTS				
I-78 Preventative Bridge Maintenance	Bridge preventative maintenance on I-78 in Lebanon County	Plan Project All Phases	\$4,500,000 (S)	Short
I-78 Overhead Bridges Rehabilitation	Bridge rehabilitation on I-78 from 78/81 split to Berks County Line	Plan Project All Phases	\$3,190,000 (M)	Medium
		Subtotal	\$7,690,000	
TOTAL			\$15,948,000	

Transit

The LEBCO MPO LRTP identifies \$11,922,116 in transit-related improvements over the 25-year span of the Long Range Transportation Plan which includes programmed projects, new projects and proposed studies.



Table 6-6 Transit Improvements

Improvement	Description	Status	Estimated Total Cost	Time Frame of Improvement
Purchase Vehicle for COLT	Purchase one small (22-passenger) vehicle for COLT in FFY 2007	Programmed (TIP) Construction	\$300,000	TIP
FFY 2007 Operating Assistance	Federal Fiscal Year 2007 operating assistance for COLT	Programmed (TIP) Construction	\$1,530,279	TIP
Auto Stop Announce System	SXF (earmark) funding in FFY 2007	Programmed (TIP) Construction	\$375,000	TIP
Purchase Two Paratransit Vehicles for COLT	Purchase two paratransit vehicles (vans) for COLT in FFY 2007	Programmed (TIP) Construction	\$220,000	TIP
Purchase Two Vehicles for COLT	Purchase two small (22-passenger) vehicles for COLT in FFY 2008	Programmed (TIP) Construction	\$600,000	TIP
FFY 2008 Operating Assistance	Federal Fiscal Year 2008 operating assistance for COLT	Programmed (TIP) Construction	\$1,595,279	TIP
Purchase Two Vehicles for COLT	Purchase two small (22-passenger) vehicles for COLT in FFY 2009	Programmed (TIP) Construction	\$600,000	TIP
FFY 2009 Operating Assistance	Federal Fiscal Year 2009 operating assistance for COLT	Programmed (TIP) Construction	\$1,648,279	TIP
Purchase Two Vehicles for COLT	Purchase two small (22-passenger) vehicles for COLT in FFY 2010	Programmed (TIP) Construction	\$600,000	TIP
FFY 2010 Operating Assistance	Federal Fiscal Year 2010 operating assistance for COLT	Programmed (TIP) Construction	\$1,648,279	TIP
		Subtotal	\$9,117,116	

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Improvement	Description	Status	Estimated Total Cost	Time Frame of Improvement
Purchase Vehicle for COLT	Purchase one small (22-passenger) vehicle for COLT in FFY 2007	Programmed (TIP) Construction	\$300,000	TIP
FFY 2007 Operating Assistance	Federal Fiscal Year 2007 operating assistance for COLT	Programmed (TIP) Construction	\$1,530,279	TIP
NEW LONG RANGE TRANSPORTATION PLAN PROJECTS				
Conduct Marketing Study for COLT	Hire a consultant to develop a marketing plan for COLT	Plan Study	\$75,000 (S)	Short
Conduct Transit Development Plan for COLT	Hire a consultant to develop a transit development plan for COLT	Plan Study	\$75,000 (S)	Short
Lease Berth at Hershey Intermodal Center	Lease space for COLT operations	Plan Project Construction	\$150,000 (S)	Short
Purchase and Install New Security System	Install new system at Schneider Drive facility	Plan/ Project Construction	\$80,000 (M)	Medium
Repair Fuel Tank Cover	Repair cover at Willow Street facility	Plan/Project Construction	\$50,000 (M)	Medium
Pavement Sealing	Seal pavement at Willow Street facility	Plan Project Construction	\$100,000 (M)	Medium
Replace Two Roofs	Replace roofs at Willow Street facility	Plan Project Construction	\$350,000 (M)	Medium
Install New Air Conditioning Unit	Install AC at Willow Street facility	Plan Project Construction	\$100,000 (M)	Medium
Purchase Shop Maintenance Equipment	Purchase maintenance equipment	Plan Project Construction	\$175,000 (M)	Medium
Implement Homeland Security Measures	Implement measures	Plan Project Construction	\$500,000 (M)	Medium
Purchase Lift Equipment	Purchase equipment for Schneider Drive facility	Plan Project Construction	\$200,000 (M)	Medium
Purchase and Install Bus Announcing System	Install system at key COLT facilities in the region	Plan Project Construction	\$400,000 (M)	Medium
Purchase Wrecking/Towing Equipment	Purchase equipment	Plan Project Construction	\$550,000 (M)	Medium
		Subtotal	\$2,805,000	
		TOTAL	\$11,922,116	

Non-Motorized

The LEBCO MPO LRTP identifies \$3,148,177 in non-motorized-related improvements over the 25-year span of the Long Range Transportation Plan which includes programmed projects, line items and new projects. Projects in this category include bicycle and pedestrian improvements, the Transportation Enhancements/Home Town Streets/Safe Routes to School federal reimbursement program. Discretionary Transportation Enhancements funds are also available from PennDOT if a project has regional/statewide significance, and it can not be funded from the planning partner's base allocation of enhancement funds. Please note that carry-over Transportation Enhancement projects (Lickdale Streetscape and Lebanon Safe Sidewalks, for example) are now listed on an auxiliary list off of the 2007-2010 Transportation Improvement Program (TIP); when these projects are ready for construction, the funds from the line items will be used accordingly.

Other bike/ped improvements that have not been fully evaluated but appear to have significant merit are (1) assisting with the expansion of the established facilities in the greater Palmyra area that connect to Derry Township facilities; (2) extension of the bike/ped network in South Annville Township near the high school, the greenway and new development; and (3) pedestrian safety improvements in downtown Palmyra and Annville. These are probably all medium-term improvements, but some additional analysis will be needed to quantify the improvements and costs.

Table 6-7 Non-Motorized Improvements

Improvement	Description	Status	Estimated Total Cost	Time Frame of Improvement
TE/HTS/SRS Reserve	STE-Funded Reserve Line Item for FFY 2007	Programmed (TIP) Construction	\$242,000	TIP
TE/HTS/SRS Reserve	STE-Funded Reserve Line Item for FFY 2008	Programmed (TIP) Construction	\$250,000	TIP
TE/HTS/SRS Reserve	STE-Funded Reserve Line Item for FFY 2009	Programmed (TIP) Construction	\$259,000	TIP
TE/HTS/SRS Reserve	STE-Funded Reserve Line Item for FFY 2010	Programmed (TIP) Construction	\$259,000	TIP
		Subtotal	\$1,010,000	
LONG RANGE TRANSPORTATION PLAN PROJECTS				
Lebanon Valley Rail Trail, Phase 4	2.5 mile extension of the trail from the Expo Center into downtown Lebanon. (TE Discretionary Funds obtained)	Plan Project Construction	\$575,000 (S)	Short
South Lebanon Township Trail Project, Phase 1	1.0 mile segment of trail; Phase 1 is the western section (TE Discretionary Funds obtained)	Plan Project Construction	\$179,400 (S)	Short

Improvement	Description	Status	Estimated Total Cost	Time Frame of Improvement
North Lebanon School District and Bethel Township Safe Routes to School projects (3)	Wellness and fitness trail/SRS near the high school and middle school; SRS for other N. Lebanon School District properties; and Bethel Twp. sidewalks to promote walking to the middle/high schools	Plan Project Construction	\$165,277 (S)	Short
Jonestown Borough Safe Routes to School projects (2)	Paving Jonestown Community Park trail and constructing a sidewalk on the west side of S. Lancaster Street to help children walk/bicycle to the elementary school building	Plan Project Construction	\$218,500 (S)	Short
South Lebanon Township Trail Project, Phase 2	Phase 2 is the eastern section	Plan Project Construction	\$250,000 (M)	Medium
Various Extensions and Connections to the Lebanon Valley Rail Trail	Spur and feeder routes	Plan Project Construction	\$750,000	Long
		Subtotal	\$2,138,177	
		TOTAL	\$3,148,177	

Aviation

The LEBCO MPO LRTP identifies \$635,000 in aviation-related improvements over the 25-year span of the Long Range Transportation Plan. It is possible that additional projects may be identified in future years to help municipalities comply with PennDOT Hazard Zoning rules, which require compatible land uses adjacent to airports.



Table 6-8 Aviation Improvements

<i>Improvement</i>	<i>Description</i>	<i>Status</i>	<i>Estimated Total Cost</i>	<i>Time Frame of Improvement</i>
Improve/expand airport operations and improve safety	Improve/expand airport operations and improve safety at Air Deck Airport.	Programmed (TIP/12 Year Program) All Phases	\$135,000	TIP
		Subtotal	\$135,000	
LONG RANGE TRANSPORTATION PLAN PROJECT				
Conduct aviation study	Conduct countywide aviation study	Plan Study	\$500,000 (M)	Medium
		Subtotal	\$500,000	
TOTAL			\$635,000	

Rail Freight

The LEBCO MPO LRTP identifies \$5,125,000 in rail freight-related studies and improvements over the 25-year span of the Long Range Transportation Plan. In future years this should be an emphasis area since more data and information will be available from the SC PA Goods Movement Study. The MPO participated in Operation Lifesaver activities in calendar year 2007, which may also identify other needed analysis, studies and/or projects.



Table 6-9 Rail Freight Improvements

<i>Improvement</i>	<i>Description</i>	<i>Status</i>	<i>Estimated Total Cost</i>	<i>Time Frame of Improvement</i>
LONG RANGE TRANSPORTATION PLAN PROJECTS				
Conduct countywide automated horn system study	Work with all key partners and stakeholders to perform an automated horn feasibility study	Plan Study	\$375,000 (S)	Short
Install automated horn system for all City of Lebanon RR/highway grade crossings	Work with Norfolk Southern to install automated horn system in the City of Lebanon	Plan Project All Phases	\$2,500,000 (M)	Medium
Install automated horn system for the remainder of Lebanon County's RR/highway grade crossings	Work with Norfolk Southern to install automated horn system across the remainder of Lebanon County	Plan Project All Phases	\$2,250,000 (M)	Medium
TOTAL			\$5,125,000	

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) encompasses a broad range of technologies that help monitor and manage traffic flow, reduce congestion, enhance safety and provide alternative routes for travelers. Examples include on-board navigation systems; automated rail crossing safety enhancements; electronic toll payment systems (EZ-Pass); integrated signal systems; traffic video/control technologies; and variable message signs.



The LEBCO MPO LRTP identifies **\$6,650,000** in ITS-related studies and improvements over the 25-year span of the Long Range Transportation Plan. In the near future, additional coordination will be taking place with local and county emergency management services to determine if ITS solutions are needed in this arena.

Table 6-10 Intelligent Transportation Systems Improvements

<i>Improvement</i>	<i>Description</i>	<i>Status</i>	<i>Estimated Total Cost</i>	<i>Time Frame of Improvement</i>
LONG RANGE TRANSPORTATION PLAN PROJECTS				
TSOP for Lebanon County	Conduct a study to develop a Transportation System Operations Plan (TSOP) for Lebanon County	Plan Study	\$400,000 (M)	Medium
Incident management system on Interstate highways in Lebanon County	Detour and advanced warning systems on interstate highways in Lebanon County	Plan Project All Phases	\$3,500,000 (M)	Medium
Incident management system on other major routes in Lebanon County	Detour and advanced warning system on other major highways in Lebanon County	Plan Project All Phases	\$2,750,000 (M)	Medium
TOTAL			\$6,650,000	

Total Projected Needs

The LEBCO MPO LRTP identifies **\$146,597,971** in transportation improvements over the 25-year span of the plan. These estimated project costs are well below the projected revenue (**\$416,457,000**) for this same time period. Again, line items or place holders for groupings of projects (e.g., bridges, TE projects, transit operating assistance, etc.) beyond the TIP could have been added to the plan, but it was decided that doing so would be inappropriate, knowing the nature of the LEBCO MPO and the future studies that will follow that will better define the listing of long range projects. It is also important to remember that the Long Range Transportation Plan is not a funding program in and of itself. It sets the framework for the MPO to set project priorities and make difficult funding decisions when developing the biennial update of the Transportation Improvement Program.

Table 6-11 Total Projected Needs

Mode	Estimated Total Need
Highway	\$67,835,000
Bridge	\$51,282,678
Interstate 4R	(\$15,948,000)*
Transit	\$11,922,116
Non-Motorized	\$3,148,177
Aviation	\$635,000
Rail Freight	\$5,125,000
ITS	\$6,650,000
TOTAL	\$146,597,971
* Interstate maintenance projects and funds are shown for information purposes only. Funding is outside of the LEBCO MPO financial envelope and is not included in the above total. See earlier discussion.	

Ongoing and Future Studies/Initiatives

In addition to the studies identified above as part of the modal sections, additional ongoing and future studies/initiatives will identify proposed improvements to enhance mobility and the economic health of Lebanon County. Table 6-12 identifies current and future efforts that are likely to produce projects to be included in future updates of the LEBCO MPO Long Range Transportation Plan.

Further discussion of ongoing studies or efforts preparing to commence can be found in the Implementation section.

Table 6-12 Ongoing and Future Studies/Technical Analysis/Initiatives
to Support the Inclusion of Future Projects in the LEBCO MPO Long Range Transportation Plan

Name	Status
Susquehanna Regional Transportation Partnership / Commuter Services Initiatives	Ongoing in conjunction with SC PA MPOs and RPOs
8-County SC PA Goods Movement Study	Ongoing in conjunction with SC PA MPOs and RPOs
Congestion Management Processes (CMP) Planning	Began in March of 2006 and will be completed in the spring of 2008
Access Management Training and Access Management Studies in Key Congested Corridors	Initial training took place in May of 2006; access management ordinances are now being developed for Lebanon County and North Lebanon and North Cornwall Townships
Work jointly with PennDOT on Interstate Management Program projects to be included in future LEBCO MPO L RTPs	Short-term activity (FFY 2007 thru FFY 2010)
Transportation System Operations Planning (TSOP) Study	Future studies may result from CMS planning; medium-term (FFY 2011 thru FFY 2018)
Point of Access (POA) Studies for New/Expanded Interstate Interchanges	Medium-term endeavor (FFY 2011 thru FFY 2018)
Student Drivers' Safety Programs	ELCO/N. Lebanon School Districts Program occurred in May of 2006; future programs will involve all Lebanon County School Districts
Highway Safety (HSIP) Planning	Included in FY 2006-2007 Unified Planning Work Program
LEBCO MPO-hired engineers to help with pre-construction phases of project development (local bridges and TE/HTS/SRS projects)	Short-term endeavor (FFY 2007 thru FFY 2010)
County-wide Highway/Rail Grade Crossing Feasibility Study for Automated Horn System	Short-term endeavor (FFY 2007 thru FFY 2010)
PA Route 117 Byway Corridor Management Plan	Short-term study will begin in July of 2006 and conclude in June of 2007
Bike/Ped Planning	Short-term activity (FFY 2007 thru FFY 2010)
Transit Development Plan for COLT	Short-term activity (FFY 2007 thru FFY 2010)
Transit Marketing Study for COLT	Short-term endeavor (FFY 2007 thru FFY 2010)
Feasibility Study of Route 422/322/72 Mini-Bypasses	Medium-term endeavor (FFY 2011 thru FFY 2018)
CORRIDORTwo Transit Service Feasibility Study	Study began in mid-2007
Others as needed, possibly including a Highway and Bridge Asset Management Study and an Aviation Needs Study	Short and medium-term endeavors (FFY 2007 thru FFY 2018)

Liquid Fuels Funding

The Lebanon County Commissioners with assistance from the Lebanon County Planning Department annually re-distribute some of the county Liquid Fuels Funds to municipalities that need additional funds to undertake projects beyond their base allocation of Liquid Fuels Funds. This re-distribution takes place in February and March. The program has become a source of funding outside of the federal and state funds in the LEBCO MPO Transportation Improvement Program (TIP). Local roads get repaired; drainage is improved; bridges are rehabilitated with these funds. In future years, some of these funds may get earmarked for regions of the county where the need is very great and where local financial resources are very limited. If any of the projects that get funded through this program are air quality significant, they will be added to the LEBCO MPO Long Range Transportation Plan and Transportation Improvement Program.



Transportation Systems Operations Plan Coordination

PennDOT's Transportation Systems Operations Plan (TSOP) is an effort aimed at developing a statewide operations program to look at and develop projects throughout the state through communication and exchange between PennDOT, its planning partners, and other key stakeholders.

PennDOT's guidance maintains that MPO Long Range Transportation Plans should look at projects that use or incorporate goals of this program which include strategies such as ITS (Intelligent Transportation Systems), Smart Transportation initiatives, and Project Right Sizing efforts.

The Lebanon County Long Range Transportation Plan has been developed to ensure compatibility with PennDOT's direction.

Financing the Future

Introduction

Federal regulations require that Long Range Transportation Plans include a financial plan to demonstrate that proposed investments are reasonable in the context of anticipated future revenues over the life of the plan. The finances for any Long Range Transportation Plan, therefore, should use past and current revenue streams to make future revenue projections, as detailed in the previous Project Prioritization section.

The Lebanon County Long Range Transportation Plan is fiscally constrained. The transportation investments proposed to meet the vision, goals and policy statement are consistent with revenue projections for the next 25 years.

The following information summarizes the methods for projecting future revenues, calculating future project/line item costs and reconciling the plan with future revenue projections.

Financial Assumptions

The revenue forecasts to follow are based upon a number of financial assumptions, as shown in Table 6-13. These assumptions have been developed by evaluating previous federal, state and local expenditures and the most recent relevant federal and state financial guidance.

Table 6-13 Financial Assumptions

Funding Source	Assumptions
Federal Highway and Transit Funds	<ul style="list-style-type: none"> • SAFETEA-LU Authorization Totals = \$286.4 billion nationwide • 19% increase over TEA-21 • Future Assumption is 18% increase over next six years (3% annually)
Federal Highway and Transit Splits	<ul style="list-style-type: none"> • Based upon SAFETEA-LU
Federal Highway and Transit Earmarks, Demonstration and Discretionary Programs	<ul style="list-style-type: none"> • Will be included in LRTP and TIP if supported by the ongoing transportation planning process and in compliance with fiscal constraint provisions and air quality conformity
Pennsylvania Share of Federal Program	<ul style="list-style-type: none"> • Based on percentage of national total (i.e., 4.5% for PA)
Federal STP Urban (STU) Funds	<ul style="list-style-type: none"> • When LEBCO MPO Becomes a TMA in mid-2008, 4.5% of the STU funds allocated to the Harrisburg MPO will be transferred to the LEBCO MPO beginning in FFY 2009
State Highway Funds	<ul style="list-style-type: none"> • Maintain the FFY 2007 – 2010 TIP funding levels/shares • 4% increase per year in Highway funding
State Transit Funds	<ul style="list-style-type: none"> • Maintain FFY 2007 – 2010 TIP funding levels/shares • No increase in PTAF and Act 3 funds are assumed • 16.67% state match for capital projects (and 3.33% local match for capital projects)
State Highway and Transit Splits	<ul style="list-style-type: none"> • Maintain the FFY 2007 – 2010 TIP funding levels/shares
Highway "Spike" Funds	<ul style="list-style-type: none"> • Continued PennDOT support for major capital projects like 9th & 10th Streets Bridges project, Schaefferstown Bypass and construction of a full interchange at I-78 and US Route 22
PennDOT Interstate Maintenance/State Matching Funds*	<ul style="list-style-type: none"> • Continued PennDOT support for the funding of projects like I-78 mainline bridge rehabilitation*
Regional, Local and/or Private Funds	<ul style="list-style-type: none"> • \$100,000.00 each FFY throughout the life of the plan to support local highway, bridge, TE/HTS/SRS, bike/ped and other projects • PennDOT bridge projects will have the appropriate local match (i.e., the 9th & 10th Streets Bridges project) • COLT capital projects will have the necessary 3.33% local share
<p>* PennDOT now manages the non-capacity adding Interstate projects from federal and state funds that are set aside in the new Interstate Management Program. PennDOT seeks input from the MPOs and RPOs in Pennsylvania before it selects the projects that are added to the Statewide Transportation Improvement Program (STIP).</p>	

Revenue Forecasts

Revenue forecasts were developed after a review of previous federal, state and local expenditures and likely future funding levels. Figures, as shown in Table 6-14, are presented in current 2006 dollars.

Table 6-14 Lebanon County MPO 2007-2030 Revenue Forecasts

<i>Mode</i>	<i>Estimated Funding Short-Term (2007 – 2010)</i>	<i>Estimated Funding Medium-Term (2011 – 2018)</i>	<i>Estimated Funding Long-Term (2019 – 2030)</i>	<i>Total</i>
Highway and Bridge	\$58,310,000	\$108,764,000	\$187,590,000	\$354,664,000
Transportation Enhancements	\$1,010,000	\$2,371,000	\$4,789,000	\$8,170,000
Transit	\$7,780,000	\$16,487,000	\$29,356,000	\$53,623,000
TOTAL	\$67,100,000	\$127,622,000	\$221,735,000	\$416,457,000

The four years of the short range element of the Financial Plan coincide with the 2007-2010 Transportation Improvement Program (TIP). The mid-range element coincides with the remainder of the Commonwealth’s Twelve Year Transportation Program. The balance of the financial plan covers the long range element or the “out years.”

Tables that provide the year-by-year details on the various highway, bridge and transit revenue projections are included in the references section at the end of the transportation plan. The first table contains the highway and bridge revenue forecast and the second table contains the transit revenue forecast. The FFY 2007 Transportation Improvement Plan is also included.

Other Term-Related Assumptions

Short-Term Element

The short-term element of the plan coincides with the current 2007-2010 Transportation Improvement Program (Federal Fiscal Years 2007, 2008, 2009 and 2010). The federal highway and bridge figures are based upon the pro-rated share of Pennsylvania’s allocations that are included in SAFETEA-LU. The same applies to the federal transit funds for COLT.

Funding allocations for highway, bridge, safety, air quality, urban, rail and/or transportation enhancement projects to the LEBCO MPO and all other MPOs and rural planning organizations (RPOs) for TIP development are done via formulas agreed to by all parties (MPOs, RPOs and PennDOT). This amounts to 80% of all federal and state highway and bridge funds coming to PennDOT.

Other Short-Term Assumptions:

- \$25 million in state highway funds per year (2007 – 2010) are reserved for economic development initiatives. These funds are distributed at the discretion of the Secretary of Transportation at PennDOT.
- \$25 million in federal highway funds per year (2007 – 2010) are flexed to transit in accordance with past agreements reached in conjunction with the enactment of Pennsylvania Act 3 of 1997.

- \$32.375 million in state and/or federal highway/bridge funds are reserved for various statewide items like state and local bridge inspections, environmental resource agencies project reviews, etc.
- A little more than \$1.5 billion in federal and state highway and bridge funds have also been set aside for work on the Interstate Highway System. PennDOT in consultation with the MPOs and RPOs decides where to spend this money over FFYs 2007, 2008, 2009 and 2010.
- PennDOT discretionary (“Spike”) funding is also set aside for very large projects across the Commonwealth. After the above mentioned set-asides are established, the balance of the 20% goes into this funding source that is distributed at the discretion of the Secretary of Transportation at PennDOT. This money is set aside for FFYs 2007, 2008, 2009 and 2010.
- Discretionary TE/HTS/SRS funding is also set aside for projects of regional and/or statewide significance. The Secretary of Transportation at PennDOT, several other state agencies and the Governor’s Office agree upon the distribution of these funds.
- The LEBCO MPO could receive funding from the above six sources of funds at any time over the next two years. Furthermore, Act 44 of 2007 modified transportation funding to create predictable, dedicated and inflation-sensitive funding for transit and other key transportation infrastructure; the allocations of this revised formula for the LEBCO MPO have yet to be determined but are a potential source of funding. If that happens, the Long Range Transportation Plan and the 2007 Transportation Improvement Program will be modified accordingly.
- Funding for transit projects in Pennsylvania comes from a combination of federal, state, local and/or private sources. Federal funding for COLT is provided from SAFETEA-LU. State funds are provided from formulas included in Act 26 of 1991 and amendments included in Act 3 of 1997. In addition, state capital budget funding is released annually for capital improvements.

Medium-Term Element

The mid-range element of the plan coincides with the second and third four year periods of the Commonwealth’s Twelve Year Transportation Program. It includes FFYs 2011 through 2018. Many of the assumptions previously mentioned have been applied to estimate revenue projections. Knowing that the LEBCO MPO Transportation Improvement Program (TIP) is updated every two years, including the financial projections, these new revenue estimates (when available) will be used to periodically update the plan’s financial assumptions. In doing so, the plan’s estimated revenue stream will be refreshed and updated.

Long-Term Element

The long-term element of the plan covers the remaining years of the plan (2019 through 2030). Many factors will influence these revenue projections over time, including the above mentioned TIP update cycles and new state and federal transportation

legislation. Again, as new developments in these areas happen, the plan’s revenue estimates will be updated.

Key Trends and Indicators as Identified in the Transportation System Profile

The *Transportation System Profile, Background Study #8* of the comprehensive plan, is an inventory of transportation facilities and an assessment of its capacity to serve its users. The profile includes historic and forecasted user demand for transportation facilities and a discussion of the needs and opportunities for transportation planning to sustain Lebanon County’s quality of life.

The profile contains detailed information about the Lebanon County transportation system and concludes with the identifications of a number of key trends for further consideration in the Long Range Transportation Plan. Table 6-2 on page 11 reproduces the table from the Transportation Profile to highlight the key trends observed in the profile. Table 6-15 below expands Table 6-2 to identify the selected action items or strategies to address the trends first highlighted in the profile. The purpose of Table 6-15 is to further link the proposed improvement actions identified in the plan with the system deficiencies revealed in the profile.

Table 6-15 Transportation Profile Key Trends and Indicators Plus LRTP Action Items

	Key Trends and Indicators for Additional Evaluation	LRTP Action Item
Highway, Roadway and Bridges	Traffic growth on the interstates I-81 and I-78 could bring additional goods movement-related and residential development to areas near interchanges.	I-78/PA Route 72 Point of Access Study in Union Township.
	Traffic growth on critical PA state roads, specifically US 322 in Cornwall, US 422 in Myerstown and PA 241 in South Londonderry reveal significant increases. These locations, and others throughout the county, need to be examined to determine whether capacity enhancements or other traffic control measures are necessary.	Lebanon County MPO UPWP included \$100,000 for a Congested Corridor Improvement Program to evaluate congestion on US 422 and PA 72. Development of a Countywide CMS is planned for 2008.
	Congestion management will dictate evaluation of highway corridors instead of individual highway segment projects.	Lebanon County MPO UPWP includes \$100,000 for a Congested Corridor Improvement Program to evaluate congestion on US 422 and PA 72. Development of a Countywide CMS is planned for 2008.
	Countywide population and employment growth will increase traffic throughout the system. Capacity, traffic congestion, pavement and bridge conditions and traffic signal operations will need to be examined to both ensure safety, efficiency and consistency with community character.	Lebanon County MPO UPWP includes \$100,000 for a Congested Corridor Improvement Program to evaluate congestion on US 422 and PA 72. Development of a Countywide CMS is planned for 2008.

	Key Trends and Indicators for Additional Evaluation	L RTP Action Item
Highway, etc.	High Occurrence Crash Locations must be evaluated to identify the reason for the high number of traffic incidents as well as any trends or conditions that will continue to compromise system safety.	Lebanon County MPO UPWP includes \$100,000 for a Congested Corridor Improvement Program to evaluate congestion on US 422 and PA 72. Development of a Countywide CMS is planned for 2008.
	Bridge conditions in the county must continue to improve.	TIP includes many projects to bring more Lebanon County bridges to sufficiency.
Transit	Both local and intercity transit is losing market share. Information is needed to clarify why this is occurring and what steps can reverse this trend.	Conduct Marketing Plan and Transit Development Plan for COLT; Business Plan started in July of 2007.
	The majority of minority and low-income residents are located in and around the City of Lebanon, where transit opportunities currently exist and may be more effectively enhanced.	Conduct Marketing Plan and Transit Development Plan for COLT; Business Plan started in July of 2007.
	The <i>CORRIDORtwo</i> Regional Rail would provide commuter rail or bus transit service connecting the City of Lebanon and Harrisburg via the Norfolk Southern Harrisburg Line. There is no approved schedule for design and construction of the project.	Continue to work with the Modern Transit Partnership and the Lebanon County municipalities as this project moves forward.
	The Susquehanna Regional Transportation Partnership is the primary agency that develops and promotes transportation options beyond the single occupancy vehicle.	Continue to work with the Susquehanna Regional Transportation Partnership to identify opportunities to provide additional mobility options to transportation system users.
Freight Rail	Traffic on Norfolk Southern's Harrisburg Line is expected to continue to grow.	Work with all key partners and stakeholders to conduct an automated horn feasibility study to reduce rail-vehicular conflicts.
	The 9 th & 10 th Street Bridges over Norfolk Southern project will remove two at-grade crossings within the City of Lebanon. These bridges will improve traffic flow and access for emergency vehicles.	ROW Funding for 9 th and 10 th Street Bridge Over Norfolk Southern Project has been secured; construction funding will be addressed in the 2009–2012 TIP.
	The installation of gates would enhance the safety of grade crossings countywide.	Gates for 11 th Avenue and Ramona Road grade crossings are the LEBCO MPO's top two priorities.
	Automated horns and other options should be investigated to address noise complaints while preserving safety at rail crossings.	Work with partners and stakeholders to conduct an automated horn feasibility study to reduce rail-vehicular conflicts and to make the railroad operations more community-friendly.
Aviation	Lebanon County has four privately-owned public use airports. The 2002 Lebanon County Airport Feasibility Study and Master Plan concluded that airport users are generally satisfied and that private airports meet their needs.	Conduct a countywide aviation study, if it becomes necessary.

	Key Trends and Indicators for Additional Evaluation	L RTP Action Item
Aviation	The closest major commercial airport is in Harrisburg (33 miles from the City of Lebanon). Further examinations are necessary to determine whether improved airport access should be a priority.	Conduct a countywide aviation study, if it becomes necessary.
Non-Motorized	Annville, Cleona, Lebanon, Palmyra, Myerstown, Richland, Schaefferstown and Jonestown are good examples of communities that have walkable and bike-friendly downtowns. Continued maintenance and expansion of these bike/ped networks should be pursued to ensure mobility options for all travelers.	Continue to solicit for Transportation Enhancements/Home Town Streets/Safe Routes to School projects, particularly those that conform with the Lebanon County Comprehensive Plan.

Public Involvement, Stakeholder Review and Environmental Justice

Introduction

The Lebanon County LRTP effort has emphasized the inclusion of public and stakeholder input throughout its creation. Outreach included individual meetings with 25 of the 26 municipalities within Lebanon County (not including Cold Spring Township, since it's largely state game lands and has no governing body) to solicit candidate projects and a host of public outreach sessions to gather input on the draft plan. In addition, the LRTP effort benefited from concurrent development of the Lebanon County Comprehensive Plan which has created additional opportunities to solicit public input and link land use and transportation planning in a real world way.

Public Involvement

Meaningful public involvement ensures that the communities most affected by the Long Range Transportation Plan have the opportunity to provide input at critical junctures throughout plan development and refinement. Community participation is critical to making the Lebanon County LRTP a successful document.

The Lebanon County MPO has solicited public input in numerous settings throughout the development of the plan. Public outreach activities have included:

- Six public forums to discuss the comprehensive plan and the Long Range Transportation Plan conducted in July 2005
- 25 individual municipal meetings
- Newspaper and Internet surveys conducted in January and February of 2006
- Draft LRTP Public Outreach sessions in April, May and June of 2006.
- May/June 2007 – 10 meetings for municipal officials and the general public

The draft plan was also presented at the Lebanon County MPO Technical Planning Committee and Policy Board meetings held on six separate occasions.

Stakeholder and Affected Party Review

In addition to input from the general public, the Lebanon County LRTP development process afforded the opportunity for local agencies, organizations, government officials and others affected to participate in identifying needs and determining the best future transportation improvements for Lebanon County. Special one-on-one meetings took place over the last three years.

On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The legislation expands the organizations to be consulted as part of the long range transportation planning process. While the adoption of this plan will precede the required Federal Highway Administration rulemaking to codify the metropolitan planning regulations, the Lebanon County MPO has consulted with FHWA and FTA to anticipate compliance with these new rules.

The groups specifically identified in SAFETEA-LU for Long Range Transportation Plan consultation include entities responsible for planned growth; economic development; environmental protection; natural resources; historic preservation; airport operations; freight movement; bicycle and pedestrian advocacy; land use management; and Native American Indian Tribes.

Planned Growth

With the objective to manage the effects of past growth and strengthen guidance for future community development and resource protection in mind, the LRTP was developed in conjunction with the Lebanon County Comprehensive Plan.

The Lebanon County Comprehensive Plan and the LEBCO MPO Long Range Transportation Plan will be the first county plan in Pennsylvania to take advantage of the tools listed below in crafting a vision and action plan that directs local, county, and state activities toward objectives that distinguish and benefit the county as a whole.



- Amendments to the [Municipalities Planning Code \(MPC\)](#) in 2000 gave new tools, authority and responsibility to local and county governments.
- More effective communication and coordination between state agencies and local government is being fostered.
- New investment and revitalization programs, resulting in part from [Governor Rendell's Stimulus Package](#), provide new tools and financial resources to both the public and private sectors.

Planned and well managed (“smart”) growth is the focus of both plans. This will take many forms, including but not limited to:

- Creating a range of housing opportunities and choices
- Promoting walkable communities
- Encouraging community and stakeholder collaboration
- Fostering distinctive areas with a strong sense of place
- Mixing land uses
- Making development decisions predictable, fair and cost-effective and coordinating land use and transportation decision-making
- Preserving open space, farmland, natural beauty and critical environmental features
- Providing a variety of transportation choices over time
- Directing development toward existing communities and where proper infrastructure exists
- Taking advantage of compact building design

Both the LRTP and the comprehensive plan were developed with significant consultation from local, regional and statewide entities. Key stakeholders consulted from the planned growth community include:

- Lebanon County Builders Association
- PennDOT’s Sound Land Use Planning Coordinator
- Lebanon County Housing and Redevelopment Authority
- Lebanon County Association of Realtors

Economic Development

The Lebanon County Comprehensive Plan and the LEBCO MPO Long Range Transportation Plan, as part of the joint development process, shared local economy and employment trends as part of the initial data collection effort. An Economic Development Plan will result when the comprehensive plan is finalized and adopted.

A goal of the comprehensive plan is to retain and expand existing businesses and attract new businesses that enhance the overall quality of life of county residents. Many of the comprehensive plan efforts to outreach to the economic development community included discussion on transportation strategies necessary to support and enhance the economic viability of Lebanon County.

Both plans were developed with significant consultation from local, regional and statewide entities. Key stakeholders consulted from the economic development community included:

- Lebanon County Expo Center
- Lebanon Valley Economic Development Corporation
- Lebanon Valley Chamber of Commerce
- Lebanon 2000, Main Street Program

Environmental Protection, Natural Resources and Historic Preservation

As part of the data collection effort for the Lebanon County Comprehensive Plan, profiles were developed for natural resources (water, agriculture and open spaces/greenways), cultural/historic resources, and other key county features. A Natural Resource Plan, a Historic Preservation Plan and an Open Space, Greenways and Recreation Plan will result when the comprehensive plan is finalized and adopted.

Goals, objectives, key recommendations and action items have been prepared for natural resources, recreation and cultural/historic preservation.

Both the LRTP and the comprehensive plan were developed with significant consultation from local, regional and statewide entities. Key stakeholders representing environmental protection, natural resources and historic preservation were:

- Rail to Trails Corporation
- Lebanon County Historical Society/Friends of the Union Canal
- Preservation Trust of Lebanon County
- Lebanon County Conservation District
- Penn State Cooperative Extension
- Pennsylvania Historical Museum Commission
- Lebanon County Federation of Sportsmen
- The Nature Conservancy
- Watershed Associations of Lebanon County
- Lebanon Valley Conservancy
- Audubon Society – Kittatinny Ridge
- PA Highlands

Please note also that the draft LEBCO MPO Long Range Transportation Plan was presented to the federal and state resource agencies at the Agency Coordination Meeting (ACM) on March 22, 2006. Once the comprehensive plan is finalized, the LEBCO MPO will return to ACM to discuss a broad range of actions, initiatives, projects, programs, and strategies. and their implications on natural and man-made resources of concern to the various federal and state agencies. This second meeting will probably occur early in calendar year 2008. Another key outcome from the ACM in 2006 was the agreement in principle to work with PennDOT and FHWA to add a wetlands mitigation bank in future Transportation Improvement Programs; this study is currently underway.

Airport Operations

The Lebanon County Transportation Profile, developed as a companion document to the Long Range Transportation Plan, inventoried the county's four privately-owned public use airports: Deck, Farmer's Pride, Keller Brothers, and Reigle. Key people at these operations were interviewed and a detailed tour of Deck Airport was provided by Mr. Clyde Deck on August 1, 2005. Data and information on Muir Field at the Indiantown Gap Military Reservation was obtained from the January 2002 report Airport Flexibility Study and Master Plan for Lebanon County and from a tour of the facilities on September 27, 2005.

Related to airport operations, key stakeholders were the owners of the above-mentioned private airports, Indiantown Gap Military Reservation, PennDOT's Bureau of Aviation and the municipalities where these facilities are located.

Freight Movement

As part of the data collection effort for the Transportation Profile, Norfolk Southern (NS) was interviewed and information was provided on its Reading to Harrisburg Line. Freight information was also collected from the Pennsylvania State Transportation Advisory Committee's 2004 report, entitled "The Economic Impact of Rail Freight".



Information on the movement of freight in the region was also shared with the LEBCO MPO since it is a member of the ongoing 8-County Goods Movement Study. Lebanon County Planning Department staff also attended a NS presentation entitled, "The Past, Present and Future of the Reading to Harrisburg Line", on November 10, 2005.

The Pennsylvania Turnpike Commission shared trend information on the comings and goings of heavy trucks at the Lebanon/Lancaster Interchange at PA Route 72.

Key businesses were also interviewed during the data collection phase in the spring, summer and fall of 2005. Stakeholders representing freight movement were Norfolk Southern, Mr. James Arey from PennDOT on behalf of the Transportation Advisory Committee, the consultants for the 8-County Goods Movement Study, trucking industry representatives and other key businesses.

Bicycle and Pedestrian

As part of the data collection effort for the Transportation Profile, key hiking and bicycling facilities have been documented. Cities, towns and villages that are considered walkable have also been noted.

During July, August, September and early October of 2005, staff members from the Lebanon County Planning Department visited every municipality and spoke to them about the ongoing planning activities and requested candidate projects for the plan and the 2007-2010 Transportation Improvement Program (TIP). Many bicycle-related issues/opportunities were identified, including possible future applications for

Transportation Enhancement (TE) Funds. During these sessions, a focus was placed upon three key concepts:

1. Putting most of the county's future transportation resources to projects that maintain/preserve the existing system;
2. Making small scale operational improvements to the existing system; and
3. Providing a variety of transportation choices (especially transit, walking and bicycling).

During the summer months of 2005, Lebanon County Planning Department staff and the consultants for the comprehensive plan/long range transportation plan also held six regional public meetings to gather additional input. Specific pedestrian issues were raised concerning the downtown areas in Palmyra Borough and Annville Township. Crossing US Route 422 is a growing problem in both areas.

123 "keyperson" interviews were also conducted for both efforts, and a number of individuals spoke to the need to make our cities, towns and villages more livable by improving opportunities for walking and bicycling.

Local and regional bicycle advocates and organizations have provided significant input in the development of both plans, too. The PennDOT Bicycle Coordinator (Dave Bachman) has also given direction to the Lebanon County Planning Department staff on how to promote bike/ped planning and has provided valuable information on how to incorporate "bike/ped friendly" features into projects currently being planned, designed and constructed.

PennDOT's Lebanon County Maintenance Office has been very supportive of "bike/ped friendly" features with its betterment projects (e.g., Cornwall Road and PA Route 419 resurfacing projects and excellent shoulders for walking, jogging and bicycling).

The Lebanon County Planning Department is currently working with several municipalities, a number of local/regional advocates and several state agencies, including the PennDOT Lebanon County Maintenance Office, on the rehabilitation of portions of PA Route 117. A future planning study should focus on the feasibility of extending the Lebanon Valley Rail Trail north from the City of Lebanon to Swatara State Park and Siegrist Dam.



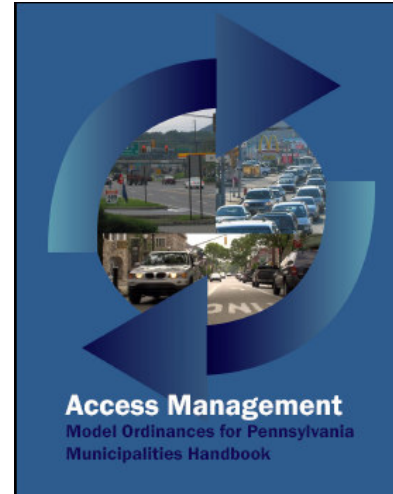
Bicycle and pedestrian transportation is practically an issue for every resident, since we all walk and/or bike to certain destinations. Therefore, every interviewed stakeholder or individual who provided input to the transportation planning process was deemed a bike/ped advocate. PennDOT's bike/ped planning consultant conducted a training course for the Lebanon County MPO on bike/ped mobility and safety in June 2006. The LEBCO MPO may dedicate sufficient resources to do more focused bike/ped planning as a task in a future Unified Planning Work Program.

Land Use Management

The staff from the Lebanon County Planning Department and the LEBCO MPO Technical Planning Committee/Policy Board understand the need to link land use and transportation decisions. That's why a request was made to PennDOT and DCED as well as DEP and DCNR to jointly fund the development of both the comprehensive plan and Long Range Transportation Plan Plans.

The Long Range Transportation Plan is recommending future access management initiatives in the two most heavily developing corridors, US Route 422 and PA Route 72. PennDOT's recently-developed model access management and noise ordinances will be used to support this vital work with adjacent municipalities. On the land use side, sound land use planning concepts are already taking hold in Lebanon County, and an early warning system is in place within County Planning to insure that the transportation planners know about significant development and redevelopment plans in order to provide "just in time" transportation facilities and services.

Proper land use management has been a discussion at every event where the comprehensive plan and/or the Long Range Transportation Plan have been discussed. The previous planned growth discussion also speaks to this subject. Both plans were developed with significant consultation from local, regional and statewide parties, especially as it relates to this topic.



Native American Indian Tribes

Consultation with Native American Indian Tribes that once lived in Lebanon County or south central Pennsylvania was initiated in April of 2006. Tribes that once prospered in the region were the Lenni-Lenape (Delaware), the Shawnee, the Mengwe, the Allegewi and the Iroquois. The Lenni-Lenape (or Lenni Lenapi) were members of the Algonquin family and had three separate tribes that once lived in the Lebanon Valley: the Unamis (turtle), the Unalachtgo (turkey) and the Minsi (wolf). The LRTP was distributed to the Shawnee Tribe of Oklahoma, the Delaware Nation living in Oklahoma, the Eastern Shawnee Tribe of Oklahoma, the Oneida Nation of Wisconsin, the Seneca-Cayuga Tribe of Oklahoma, the St. Regis Mohawk Tribe living in New York, the Shawnee Tribe of Oklahoma and the Tonawanda Seneca Nation living in New York in order to identify any geographic areas of Native American interest in Lebanon County that must be avoided during future transportation planning and/or project development.

To date, the Lebanon County MPO has been contacted by the Tonawanda Seneca Nation who did not identify any sites in Lebanon County as areas of interest to the Nation. The entire response from the Tonawanda Seneca Nation is contained within the references section of the Transportation Plan.

Environmental Justice Compliance

Environmental Justice comes from Title VI of the Civil Rights Act (1964), which states, “*No person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.*”

In 1994, Executive Order 12898 reinforced Title VI, mandating that recipients of federal funding make achieving environmental justice part of its mission by identifying as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations. This requires outreach to stakeholders who have traditionally tended to not become involved through the regular informational or public involvement process and evaluate the impact of the plan on minority and low-income populations.

The Lebanon County Planning Department has recently developed a Title VI / Environmental Justice Implementation Plan and Status Report. The document is intended to insure that “every voice counts” and that transportation decision making does not adversely affect targeted low income and minority populations. And the plan clearly spells out how the LEBCO MPO has reached out and will continue to reach out to everyone in the county for input into all transportation planning and programming matters.

Consultation with low income and minority populations is being done in a variety of ways, including:

- Preparing and distributing key transportation documents in Spanish
- Having a Spanish interpreter at key events
- Operating a booth with an interpreter at Unity Day celebrations
- Posting materials at the Spanish Center in the City of Lebanon.

On Friday evening, September 30, 2005, the Lebanon County Planning Department participated in a Radio Omega talk show program, focusing on community issues and opportunities that need to be addressed in the comprehensive plan and/or the transportation plan. Radio Omega is Lebanon’s Hispanic-speaking radio station. Again, two interpreters were used and some basic information was provided to the listeners and then the host answered questions and responded to concerns “on the air”. The program was deemed very successful by Radio Omega. City and County staff members will be returning for other programs dealing with (1) future housing needs and (2) the impacts of the 9th and 10th Streets Bridges project on the residents in the northwest portion of the City, which contains a significant Hispanic population.

“Keyperson” interviews included individuals in Lebanon County from all walks of life, including low income and minority populations. The LEBCO MPO Long Range Transportation Plan was developed with modest, but very effective input, from local persons and groups who either fall within this grouping or who represent such groups via their place of employment or their volunteer efforts. As the successes build, the Title VI / Environmental Justice Implementation Plan and Status Report will be amended and further outreach efforts will be conducted.

Action Plan

The Transportation Action Plan presents a summary list of actions to address the maintenance and planned improvement of the county's transportation system. The Transportation Action Plan recognizes that the Lebanon County MPO is a young organization that is steadily building its technical capacity, its partnerships, and its level of awareness in the community; several action items recommend continued efforts in these areas. The Action Plan also recognizes the importance of coordinating



transportation maintenance and improvements with comprehensive planning goals, particularly land use, utility infrastructure, and natural and cultural resource protection, in order to sustain the economic vitality and quality of life found in Lebanon County.

The action plan follows the goals and objectives outlined earlier in the plan. For each action, an intended outcome, a proposed time horizon, lead and support partners, and funding sources are included to foster clear implementation of each item.

Goals

The Long Range Transportation Plan is organized around six goals that identify key directions or areas of priority.

1. Provide a safe and secure transportation system;
 - A. Provide safe transportation infrastructure and support safe operation of vehicles and transportation services.
2. Provide a multi-modal system that is efficient, interconnected and accessible;
 - A. Provide a multi-modal system that is efficient, interconnected and accessible.
3. Promote a sustainable transportation system that compliments the county's natural and built environment;
 - A. Coordinate transportation improvements with land use, infrastructure and other community development decisions.
 - B. Protect and enhance the environment and support energy conservation.
4. Meet the challenges and opportunities of growth through collaborative planning, funding and project implementation;
 - A. Promote community and neighborhood livability; improve the quality of life; and encourage a healthy lifestyle.
5. Target investments for maximum local and regional benefit and impact; and
 - A. Lead transportation planning with trained staff, current data, modern technology, and effective outreach.

Recommendations

Goal 1:	Provide a safe and secure transportation system
Objective 1A:	Provide safe transportation infrastructure and support safe operation of vehicles and transportation services.
Action 1A1:	Implement Highway Safety Improvement Program (HSIP) projects from current and future Transportation Improvement Programs (TIPs).
Intended Outcome:	Reduce accidents and fatalities at high crash occurrence locations
Time Horizon:	2008-2009 and ongoing
Lead Partners:	PennDOT; FHWA; LEBCO MPO Boards and staff
Support Partners:	Municipalities; Local police departments; State Police
Funding Sources:	HSIP Line Items in current and future TIPs
Action 1A2:	Insure that the operations of the County of Lebanon Transit (COLT) are addressing security issues in the post 9/11 era.
Intended Outcome:	Prevent and/or be prepared to deal with security issues throughout the transit system.
Time Horizon:	2008-2009 and ongoing
Lead Partners:	COLT; Local police departments; State Police; South Central Regional Counter-Terrorism Task Force; Other first responders
Support Partners:	FTA; LEBCO MPO Boards and staff; Municipalities; users of the COLT system; PennDOT's transit staff
Funding Sources:	Current and future TIPs; South Central Regional Counter-Terrorism Task Force
Action 1A3:	Conduct Student Drivers Safety Symposiums annually.
Intended Outcome:	Reduce accidents and fatalities involving Lebanon County's young (under 21 years of age) drivers.
Time Horizon:	2008-2009 and ongoing
Lead Partners:	Lebanon County Planning Department; Center for Highway Safety; School Districts; Local police departments; State Police; Norfolk Southern; DUI Associations and other symposium participants
Support Partners:	Private sponsors
Funding Sources:	Current and future Unified Planning Work Programs (UPWPs) and private contributions

Goal 2:	Provide a multi-modal system that is efficient, interconnected and accessible.
Objective 2A:	Study deficient conditions and implement projects to address them.
Action 2A1:	Implement Long Range Transportation Plan (LRTP) projects via current and future Transportation Improvement Programs (TIPs).
Intended Outcome:	Provide a balanced transportation system that provides real travel options to its users.
Time Horizon:	2007 – 2010 TIP and 2009 – 2012 TIP
Lead Partners:	PennDOT, FHWA; FTA; LEBCO MPO Boards and staff
Support Partners:	Municipalities; SC PA Goods Movement Task Force; Susquehanna Regional Transportation Partnership
Funding Sources:	Current and future TIPs
Action 2A2:	Continue to update and refine the LRTP transportation profile.
Intended Outcome:	Maintain current datasets and transportation benchmarks to facilitate better decisions through the LEBCO MPO.
Time Horizon:	2008-2009 and ongoing
Lead Partners:	LEBCO MPO Boards and staff; Local police departments; State Police
Support Partners:	PennDOT; FHWA; FTA; FRA; FAA; COLT; Aviation sponsors; Norfolk Southern; Municipalities; Non-profit groups that own and maintain transportation enhancement; Users of the various modes of transportation, including trucking industry representatives; Planning and engineering firms
Funding Sources:	Current and future Unified Planning Work Programs (UPWPs)
Action 2A3:	Develop bridge and pavement asset management systems for the LEBCO MPO.
Intended Outcome:	Attain a working database of bridge and roadway rehabilitation or replacement priorities.
Time Horizon:	2010-2011 and ongoing (maintenance)
Lead Partners:	PennDOT; LEBCO MPO Boards and staff; FHWA
Support Partners:	Planning and engineering firms
Funding Sources:	Special studies funding from PennDOT via the annual Unified Planning Work Programs (UPWPs) and/or future TIP funding

Action 2A4:	Conduct Traffic Signal Inventory Study.
Intended Outcome:	Establish a traffic signal data base to make better, more informed decision on funding for these infrastructure items.
Time Horizon:	2010-2011 to 2012-2013
Lead Partners:	LEBCO MPO Boards and staff
Support Partners:	PennDOT; FHWA; Municipalities; Planning and engineering firms
Funding Sources:	Current and future Unified Planning Work Programs (UPWPs) and/or TIPs
Action 2A5:	Complete the congestion management processes (CMP) plan.
Intended Outcome:	Develop and implement an ongoing and proactive approach to all forms of congestion in Lebanon County, including speed and delay monitoring in key corridors.
Time Horizon:	2008-2009
Lead Partners:	LEBCO MPO Boards and staff; Planning and engineering firms; PennDOT; FHWA
Support Partners:	FTA; Municipalities; Elected officials
Funding Sources:	Past (2005-2006) UPWP
Action 2A6:	Implement the US Route 422 Congested Corridor Improvement Program (CCIP) Study short-term recommendations.
Intended Outcome:	Complete the environmental phase, preliminary engineering, final design, ROW/utility relocations and construction of the short-term improvements as a package (one bid letting).
Time Horizon:	2008-2009
Lead Partners:	PennDOT; Planning and engineering firms; LEBCO MPO Boards and staff
Support Partners:	Municipalities; FHWA; Developers along the corridor
Funding Sources:	current and future TIPs

Action 2A7:	Conduct the PA Route 72 and Cornwall Road CCIP Study.
Intended Outcome:	Complete the study in calendar year 2008.
Time Horizon:	2008-2009
Lead Partners:	LEBCO MPO Boards and staff; PennDOT; planning and engineering firms
Support Partners:	Municipalities; Developers along these roadways; FHWA
Funding Sources:	Subsequent CCIP funding from PennDOT
Action 2A8:	Assist PennDOT with implementation of Interstate Maintenance (IM) projects.
Intended Outcome:	Be partner to PennDOT on IM Planning and project development in Lebanon County.
Time Horizon:	2008-2009 and ongoing, as needed
Lead Partners:	LEBCO MPO Boards and staff; PennDOT
Support Partners:	FHWA; Planning and engineering firms
Funding Sources:	Current and future TIPs
Action 2A9:	Conduct Point of Access (POA) Studies, as required.
Intended Outcome:	Following PennDOT/FHWA requirements, do POA Study for a full interchange at I-78 and US Route 22 in Bethel Township, Lebanon County.
Time Horizon:	2012-2013 to 2016-2017
Lead Partners:	LEBCO MPO Boards and staff; PennDOT; FHWA
Support Partners:	Planning and engineering firms; Bethel Township
Funding Sources:	Current and future Unified Planning Work Programs (UPWPs) and/or TIPs

Action 2A10:	Conduct and/or participate in local and regional transportation planning initiatives and project implementation, including but not limited to the COLT Business Plan, Rail-Trail North, CORRIDORtwo, Regional Operations Plan, SC PA Regional Goods Movement, etc.
Intended Outcome:	Identify projects, programs and services for future implementation.
Time Horizon:	2008-2009 and ongoing
Lead Partners:	PennDOT; FHWA; FTA; LEBCO MPO Boards and staff
Support Partners:	COLT; Aviation sponsors; Municipalities; Planning and engineering firms
Funding Sources:	Base funding or special studies funding from PennDOT via the annual Unified Planning Work Programs (UPWPs)
Action 2A11:	On average, spend a minimum of 80% of TIP funds on maintenance and improvement of the existing transportation system.
Intended Outcome:	Carry out a "Maintenance First" philosophy.
Time Horizon:	2008-2009 to 2012-2013
Lead Partners:	LEBCO MPO Boards and staff, COLT, PennDOT, FHWA; FTA
Support Partners:	Elected officials
Funding Sources:	Current and future TIPs

Goal 3:	Promote a sustainable transportation system that compliments the county's natural and built environment.
Objective 3A:	Coordinate transportation improvements with land use, infrastructure and other community development decisions.
Action 3A1:	Conduct and/or participate in integrated planning activities and their implementation, including but not limited to congestion management processes, congested corridor improvement program, access management ordinance development, Traffic Impact Study/Highway Occupancy Permit training, airport hazard and clear zoning, scenic byways planning, etc.
Intended Outcome:	Identify projects, programs and services for future implementation.
Time Horizon:	2008-2009 and ongoing
Lead Partners:	PennDOT; FHWA; FTA; FFA; Aviation sponsors; LEBCO MPO Boards and staff
Support Partners:	Municipalities; Planning and engineering firms
Funding Sources:	Base funding or special studies funding from PennDOT via the annual Unified Planning Work Programs (UPWPs)
Action 3A2:	Coordinate with municipalities and developers on major traffic impact studies and the implementation of recommended transportation projects.
Intended Outcome:	Establish partnerships with the private sector and municipalities to guide the development and fund the construction of timely transportation improvements.
Time Horizon:	2008-2009 and ongoing
Lead Partners:	Municipalities; developers; PennDOT; LEBCO MPO Boards and staff
Support Partners:	Planning and engineering firms
Funding Sources:	Current and future TIPs; Pennsylvania Infrastructure Bank (PIB) Loans; formal and informal partnerships; County Liquid Fuels Funds
Action 3A3:	Work with municipalities and developers via formal and informal partnerships to support LEBCO MPO TIP projects.
Intended Outcome:	Leverage more funding and advance projects to construction in a more expedited fashion.
Time Horizon:	2008-2009 and ongoing
Lead Partners:	LEBCO MPO Boards and staff; Municipal managers; Developers; PennDOT; COLT
Support Partners:	Local elected officials
Funding Sources:	Current and future TIPs; private funds; PIB Loans; Liquid Fuels Funds

Action 3A4:	Assist with the administration of the County Liquid Fuels Program.
Intended Outcome:	Manage the day-to-day activities and recommend funding priorities to the County Commissioners.
Time Horizon:	2008-2009 and ongoing
Lead Partners:	Lebanon County Planning Department; PennDOT; Lebanon County Commissioners
Support Partners:	Municipalities
Funding Sources:	County Liquid Fuels Program; current and future TIPs; PIB Loans
Action 3A5:	Petition the Harrisburg MPO, PennDOT, FHWA and FTA to bring Palmyra Borough and outstanding portions of N. & S. Londonderry Townships into the LEBCO MPO.
Intended Outcome:	Have the ability to do countywide transportation planning and programming.
Time Horizon:	2008-2009
Lead Partners:	Lebanon County Planning Department; LEBCO MPO Boards and staff
Support Partners:	PennDOT; FHWA/FTA; Municipalities; Harrisburg MPO (HATS)
Funding Sources:	Funds not needed
Action 3A6:	Participate in community revitalization projects with related streetscape, sidewalk and/or cartway improvements.
Intended Outcome:	Coordinate comprehensive community improvements with multiple funding sources and provide direct transportation planning input.
Time Horizon:	2008-2009 and ongoing
Lead Partners:	LEBCO MPO; FHWA/FTA; DCNR; DCED; DEP
Support Partners:	Public/private partnerships
Funding Sources:	LEBCO MPO TIP; PennDOT; FHWA/FTA; DCNR; DCED; DEP; Private sponsors

Action 3A7:	Integrate “consistency with the county’s growth management strategy” into the evaluation and rating criteria for candidate transportation projects.
Intended Outcome:	Prioritize transportation maintenance and improvements within designated growth areas per the county’s land use plan.
Time Horizon:	2008-2009
Lead Partners:	LEBCO MPO Boards and staff; Lebanon County Planning Department
Support Partners:	Municipalities
Funding Sources:	Funds not needed
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Objective 3B:	Protect and enhance the environment and support energy conservation.
Action 3B1:	Conduct wetlands banking planning, air quality analyses for the LRTP/TIP projects, etc.
Intended Outcome:	Identify projects, programs and services for future implementation.
Time Horizon:	2008-2009 and ongoing
Lead Partners:	PennDOT; FHWA; FTA; LEBCO MPO Boards and staff
Support Partners:	Municipalities; Planning and engineering firms
Funding Sources:	Base funding or special studies funding from PennDOT via the annual Unified Planning Work Programs (UPWPs); Current and future TIPs
Action 3B2:	Continue to use CMAQ Funds in innovative ways to improve the environment.
Intended Outcome:	Manage these funds effectively so that congestion is reduced and air quality is improved via LRTP/TIP projects.
Time Horizon:	2008-2009 and ongoing
Lead Partners:	LEBCO MPO Boards and staff; PennDOT; FHWA; FTA
Support Partners:	Municipalities; Developers
Funding Sources:	Current and future TIPs; Public/private partnerships

Action 3B3:	Use federal and state laws, rules and regulations to address key environmental, cultural and historic issues.
Intended Outcome:	Insure that transportation planning, programming and project delivery fully satisfy federal laws like National Environmental Policy Act (NEPA) and use new processes like context sensitive solutions and right sizing to preserve/protect the natural and manmade environment.
Time Horizon:	2008-2009 and ongoing
Lead Partners:	LEBCO MPO Boards and staff; PennDOT; FHWA; FTA
Support Partners:	Project sponsors
Funding Sources:	Current and future UPWPs; Current and future TIPs; Public/private partnerships

Goal 4:	Meet the challenges and opportunities of growth through collaborative planning, funding and project implementation.
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Objective 4A:	Promote community and neighborhood livability; improve the quality of life; and encourage a healthy lifestyle.
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Action 4A1:	Conduct a feasibility study to implement an automated horn system and "quiet crossings" at the Norfolk Southern Railroad at-grade crossings in the City of Lebanon; implement, if feasible.
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Intended Outcome:	Minimize audible warning without comprising safety at neighborhood rail crossings.
Time Horizon:	2012-2013 to 2016-2017
Lead Partners:	City of Lebanon; LEBCO MPO Boards and staff; Norfolk Southern; PennDOT; FHWA; FRA
Support Partners:	Planning and engineering firms
Funding Sources:	Special studies funding from PennDOT via the annual Unified Planning Work Programs (UPWPs)

Action 4A2:	Solicit candidate transportation enhancement (TE) projects.
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Intended Outcome:	Identify, evaluate and program TE projects that enhance livability within Lebanon County.
Time Horizon:	2008-2009 and ongoing
Lead Partners:	Lebanon County Planning Department; LEBCO MPO Boards and staff
Support Partners:	Municipalities; Non-profit groups; School Districts; PennDOT; FHWA
Funding Sources:	Current and future TIPs; public/private partnerships; DCNR Recreational Trails Funding

Action 4A3:	Obtain training from PennDOT, PANA and other bicycle/pedestrian planning experts on how to promote biking and walking and how to develop and implement related projects.
Intended Outcome:	Learn about and implement best practices related to bike/ped projects, programs and services.
Time Horizon:	2008-2009 to 2012-2013
Lead Partners:	Lebanon County Planning Department; PennDOT; PANA; Health and wellness advocates
Support Partners:	Municipalities; Planning and engineering firms
Funding Sources:	Current and future TIPs; public/private partnerships; DCNR Recreational Trails Funding

Goal 5:	Target investments for maximum local and regional benefit and impact.
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Objective 5A:	Lead transportation planning with trained staff, current data, modern technology, and effective outreach.
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Action 5A1:	Provide continuing education and technology training for LEBCO MPO and LCPD staff.
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Intended Outcome:	Improve the ability to provide effective transportation planning leadership.
Time Horizon:	2008-2009 and ongoing
Lead Partners:	Lebanon County Planning Department
Support Partners:	Lebanon City/County GIS
Funding Sources:	Current and future Unified Planning Work Programs (UPWPs)

Action 5A2:	Maintain the City/County Geographic Information System, (GIS) database with up-to-date software and current data sets.
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Intended Outcome:	Utilize current data and modern technology to make better, more informed decisions.
Time Horizon:	2008-2009 and ongoing
Lead Partners:	LEBCO MPO Boards and staff; City/County GIS staff
Support Partners:	PennDOT; FHWA; FTA; COLT; Airport providers; Municipalities
Funding Sources:	Current and future UPWPs; City and County funds

Action 5A3:	Continue to update and implement the Public Participation Plan and the Title VI/Environmental Justice Implementation Plan and follow the soon-to-be-developed process for coordination with Indian Tribal Governments.
Intended Outcome:	Have a proactive, cost-effective public involvement process that is of value to decision-making.
Time Horizon:	2008-2009 and ongoing
Lead Partners:	LEBCO MPO Boards and staff
Support Partners:	PennDOT; FHWA; FTA; COLT; Airport providers; Municipalities
Funding Sources:	Current and future UPWPs
Action 5A4:	Utilize a wide range of accessible media to educate and inform the public on LEBCO MPO activities
Intended Outcome:	Have a more informed and supportive citizenry, with positive and constructive community input to transportation decision-making.
Time Horizon:	2008-2009 and ongoing
Lead Partners:	LEBCO MPO Boards and staff
Support Partners:	Municipalities; Local radio stations; Newspapers and television stations; Lebanon County website/webmaster
Funding Sources:	Current and future UPWPs

Implementation Plan

Introduction

The Lebanon County Long Range Transportation Plan is built on a foundation of cooperation between the Lebanon County MPO, local, regional, state and Federal agencies, the county's municipalities, the county's residents and employers, and other stakeholders. This cooperation and coordination is essential to ensure that the Plan is implemented.

The Long Range Transportation Plan will be implemented through the Transportation Improvement Program (TIP) and the day-to-day activities of the staff of the Lebanon County Planning Department. The various Federal agencies that approve the expenditure of Federal transportation funds will use this LRTP as part of the basis for their decisions.

Municipal and private sector partnerships will play a growing role in the implementation of plan/TIP projects. The Lebanon County Planning Department staff will continue to work with local elected officials and business leaders that have an interest in and a willingness to fund studies, programs and/or projects that will improve

the transportation network in Lebanon County and beyond. Diversity in funding sources will obviously lessen the dependency on public funding. Project development is often slowed by the lack of federal and state funding in any given federal fiscal year. By infusing local/private funds into the mix, project delivery can and will be enhanced. The LEBCO MPO's efforts to use taxpayer dollars better by leveraging them with private funding will enable more projects to advance sooner.

Businesses involved in shipping and heavy truck movements could be great allies in supporting and financing roadway and/or bridge improvements. Some may choose to supply materials to be used in a project's construction. These companies and industries will be recognized for their leadership.

Staging the Improvements

The recommended improvements are presented as Transportation Improvement Program (TIP) items, short-term (1-4 years), medium-term (5-12 years) and long-term (13-25 years), in order to match the estimated project cost to available funding. Future LRTP updates should see projects rise to the shorter term and eventually placed on the TIP.

The TIP projects and the short-term projects and strategies represent LEBCO MPO's initial priorities.

Coordination with Other Ongoing Planning Efforts

The LEBCO MPO LRTP will reflect the MPO's coordination with other regional ongoing planning efforts and, when practicable, include the studies and projects in LRTP updates. The ongoing planning studies that may produce projects to be included in future LRTP updates are listed below.

CORRIDORtwo

The CORRIDORtwo commuter rail project is a proposed investment for regional rail or bus service between the City of Lebanon and Harrisburg using the Norfolk Southern Harrisburg Line. The potential future CORRIDORtwo major investment study/rail feasibility study will be sponsored by Capital Area Transit, the public transit provider for the Harrisburg area, and the Modern Transit Partnership, nonprofit rail transit advocacy organization that was created by the Capital Area Transit Board in 1997. LEBCO MPO will track this proposed project for future LRTP updates. This project is linked to the proposed CORRIDORone commuter rail project which will link Lancaster to Mechanicsburg via Harrisburg.

Susquehanna Regional Transportation Partnership (SRTP)

The SRTP is a seven county, nonprofit corporation dedicated to identifying and implementing transportation options beyond the single occupancy vehicle (SOV) to help reduce SOV tripmaking in south central Pennsylvania. The SRTP advocates a variety of programs to increase transit service and availability and improve air quality, including ridesharing and emergency/guaranteed ride home. The LEBCO MPO participates actively in the SRTP and will accommodate any SRTP projects or programs in future LRTP updates.

South Central Pennsylvania Goods Movement Study

The Harrisburg Area Transportation Study (HATS) has recently completed a regional freight goods movement study for the eight-county central Pennsylvania region. Lebanon County Planning Department staff members provided regular input to the study and expect that projects from the study will emerge and be included in future LRTP updates.

Plan Update Schedule

Federal regulations require that the Long Range Transportation Plan be updated every four years. The term of this LRTP is 2005-2030. The next full LRTP update would logically begin in calendar year 2009 and conclude in July of 2010. However, with the Lebanon County Comprehensive Plan scheduled to be approved in late 2007, the LEBCO MPO has agreed to make appropriate changes to the plan early next calendar year to ensure proper coordination with the comprehensive plan. Re-adoption of the Long Range Transportation Plan will occur in mid-2008 with approval of the 2009-2012 TIP. After that milestone is met, the LEBCO MPO will work with PennDOT, FHWA and FTA to determine the next plan update cycle.

Air Quality Conformity

The US Department of Transportation and the US Environmental Protection Agency require that metropolitan planning organizations in metropolitan areas that are designated nonattainment for the 8-hour ozone and/or PM_{2.5} standard must determine conformity of metropolitan transportation plans and TIPs.³ For the LEBCO MPO, this will require that air quality evaluations for the LEBCO MPO LRTP will be conducted by PennDOT and its consultant to ensure compliance with the Clean Air Act.

In the future, the LEBCO MPO will continue to rely on PennDOT and its air quality consultant to undertake plan/TIP conformity determinations since the Lebanon County Planning Department will not have the staff or expertise (transportation model) to ensure compliance with USDOT and EPA mandates.

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³ 69 FR 40008-40014

REFERENCE ITEMS

I. LEBCO MPO Long Range Transportation Plan Highway and Bridge Financial Forecast Table

II. LEBCO MPO Long Range Transportation Plan Transit Financial Forecast Table

III. Correspondence from the Tonawanda Seneca Nation

IV. LEBCO MPO FFY 2007-2010 Transportation Improvement Program (Highways and Bridges)

V. LEBCO MPO FFY 2007-2010 Transportation Improvement Program (Interstate Maintenance)

VI. LEBCO MPO FFY 2007-2010 Transportation Improvement Program (Transit)

I. LEBCO MPO Long Range Transportation Plan Highway and Bridge Financial Forecast Table

I. LEBCO MPO Long Range Transportation Plan Highway and Bridge Financial Forecast Table (\$000)															
FFY	Interstate Maint.	NHS	STP	State Hwy	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	TE	Ear-marks	Spike	Local	TOTAL (in \$000s)
2007	0	1,547	1,589	1,556	2,176	1,076	0	601	1,113	133	242	1,600	2,400	200	14,233
2008	0	1,559	1,618	1,555	2,193	1,076	0	608	1,121	133	250	6,650	6,650	450	17,213
2009	0	1,589	1,534	1,550	2,238	1,074	192	622	1,143	133	259	6,650	6,650	450	17,434
2010	0	1,589	1,534	1,550	2,238	1,074	198	622	1,143	133	259	6,400	1,100	100	10,440
2011	0	1,637	1,580	1,597	2,305	1,106	204	641	1,177	137	267	6,400	1,100	475	18,626
2012	0	1,686	1,627	1,645	2,374	1,139	210	660	1,212	141	275	7,500	7,500	475	18,945
2013	0	1,737	1,676	1,678	2,445	1,173	216	680	1,248	145	283			100	11,381
2014	0	1,789	1,728	1,728	2,518	1,208	223	700	1,285	149	291			100	11,717
2015	0	1,843	1,778	1,780	2,594	1,244	230	721	1,324	153	300			100	12,067
2016	0	1,898	1,831	1,833	2,672	1,281	237	743	1,364	158	309			100	12,426
2017	0	1,955	1,886	1,888	2,752	1,319	244	765	1,405	163	318			100	12,795
2018	0	2,014	1,943	1,945	2,835	1,359	251	788	1,447	168	328			100	13,178
2019	0	2,074	2,001	2,003	2,920	1,400	259	812	1,490	173	338			100	13,570
2020	0	2,136	2,061	2,063	3,008	1,442	267	836	1,535	178	348			100	13,974
2021	0	2,200	2,123	2,124	3,098	1,485	275	861	1,581	183	358			100	14,388
2022	0	2,266	2,187	2,188	3,191	1,530	283	887	1,628	188	369			100	14,817
2023	0	2,334	2,253	2,254	3,287	1,576	292	914	1,677	194	380			100	15,261
2024	0	2,404	2,321	2,322	3,386	1,623	301	941	1,727	200	391			100	15,716
2025	0	2,476	2,391	2,392	3,488	1,672	310	969	1,779	206	403			100	16,188
2026	0	2,550	2,463	2,464	3,593	1,722	319	998	1,832	212	415			100	16,688
2027	0	2,627	2,537	2,538	3,701	1,774	329	1,028	1,887	218	427			100	17,166
2028	0	2,706	2,613	2,614	3,812	1,827	339	1,059	1,944	225	440			100	17,679
2029	0	2,787	2,691	2,692	3,926	1,882	349	1,091	2,002	232	453			100	18,205
2030	0	2,871	2,772	2,773	4,044	1,938	359	1,124	2,062	239	467			100	18,749
Totals	0	50,274	48,735	48,732	70,794	34,000	5,887	19,671	38,128	4,194	8,170	8,000	24,300	3,951	382,834

SAFETEA-LU Earmarks: 9th & 10th Streets Bridges construction = \$6,400,000; Schaefferstown Bypass construction = \$1,600,000; and Campbelltown Connector construction = \$2,000,000.

II. LEBCO MPO Long Range Transportation Plan Transit Financial Forecast Table (\$000)

FFY	5307	5309 (earmark)	5310	5316 (JARC)	5317 (NF)	TIP Flex	Statewide Flex	State PTAF & Act 3	State Capital	???	Local Op.	Local Capital	TOTAL (in \$000s)
2007	766	300		49	31			714	149		52	29	2,090
2008	831	0		53	34			714	149		52	29	1,862
2009	879	0		56	35			714	149		52	29	1,914
2010	879	0		56	35			714	149		52	29	1,914
2011	911	0		58	36			714	149		52	29	1,949
2012	938	0		60	37			714	149		52	29	1,979
2013	966	0		62	38			714	149		52	29	2,010
2014	995	0		64	39			714	149		52	29	2,042
2015	1,025	0		66	40			714	149		52	29	2,075
2016	1,056	0		68	41			714	149		52	29	2,109
2017	1,088	0		70	42			714	149		52	29	2,144
2018	1,120	0		72	43			714	149		52	29	2,179
2019	1,154	0		74	44			714	149		52	29	2,216
2020	1,189	0		76	45			714	149		52	29	2,254
2021	1,224	0		78	46			714	149		52	29	2,292
2022	1,261	0		80	47			714	149		52	29	2,332
2023	1,299	0		82	48			714	149		52	29	2,373
2024	1,338	0		84	49			714	149		52	29	2,415
2025	1,378	0		87	50			714	149		52	29	2,459
2026	1,419	0		90	52			714	149		52	29	2,505
2027	1,462	0		93	54			714	149		52	29	2,553
2028	1,506	0		96	56			714	149		52	29	2,602
2029	1,551	0		99	58			714	149		52	29	2,652
2030	1,597	0		102	60			714	149		52	29	2,703
Totals	27,832	300		1,775	1,060	0	0	17,136	3,576	0	1,248	696	53,623

II. Correspondence from the Tonawanda Seneca Nation

The Tonawanda Seneca Nation provided the Lebanon County MPO with the following email response to the MPO's outreach to determine whether there are geographic areas of interest to the Nation that need to be identified as part of the development of the Long Range Transportation Plan:

From: "Tonawanda Seneca Nation" <tonsenec@buffnet.net>
To: <dtkotay@comcast.net>
Cc: "Tonawanda Seneca Nation" <tonsenec@buffnet.net>
Subject: Re: Long Range Transportation Plan
Date: Thu, 20 Apr 2006 18:38:29 +0000

Dear Mr. Kotay,

Thank you for your email in regard to the long range transportation plan for Lebanon County. I would like to inform you that Lebanon County, PA is not an area of interest to the Tonawanda Seneca Nation.

If interested, and if you provide me with your fax number, I could send you the areas of interest for the Tonawanda Seneca Nation.

Thank you for your attention to this matter.

Christine G. Abrams
On behalf of the Council of Chiefs
Tonawanda Seneca Nation

VI. LEBCO MPO FFY 2007-2010 Transportation Improvement Program (Transit) as of 9/10/2007

09/10/2007 14:52
Rpt# TIP206

FFY 2007 Lebanon TIP
Public Transit

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Project	Project Title	Sponsor	FFY 2007 Costs				FFY 2008 Costs				FFY 2009 Costs				FFY 2010 Costs				Total								
			Fed.	St.	Federal	State	Local	Total	Fed.	St.	Federal	State	Local	Total	Fed.	St.	Federal	State		Local	Total						
76235	2007 Vehicles	COLT		ACT3		290,010	9,990	300,000																300,000			
76236	2008 Vehicles	COLT								ACT3		580,020	19,980	600,000											600,000		
76244	2007 Operating Assistance	COLT	5307	ACT3	766,000	714,000	50,279	1,530,279																	1,530,279		
76246	2007 Paratransit Vehicles	COLT		164		220,000		220,000																	220,000		
76247	2009 Vehicles	COLT												ACT3		580,020	19,980	600,000							600,000		
76248	2008 Operating Assistance	COLT							5307	ACT3	831,000	714,000	50,279	1,595,279											1,595,279		
76254	2009 Operating Assistance	COLT												5307	ACT3	884,000	714,000	50,279	1,648,279						1,648,279		
76255	2010 Operating Assistance	COLT																	5307	ACT3	884,000	714,000	50,279	1,648,279	1,648,279		
76257	2010 Vehicles	COLT																		ACT3		580,020	19,980	600,000	600,000		
76260	Auto Stop Announce Sys	COLT	5309	ACT3	300,000	75,000		375,000																	375,000		
					1,066,000	1,299,010	60,269	2,425,279			831,000	1,294,020	70,259	2,195,279			884,000	1,294,020	70,259	2,248,279			884,000	1,294,020	70,259	2,248,279	9,117,116

For Summary, re-run and select the "Summary" radio button.

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