

**10thousandFriends**  
OF PENNSYLVANIA  
LEADING THE WAY OR SMART GROWTH

## **10,000 Friends of Pennsylvania**

### **Transportation Funding Legislation—Policy Reform Agenda**

#### **Five Revenue and Programming Recommendations:**

**Recommendation #1                      Reduce Future Transportation System Costs**

*Establish performance measures for federal and state funding that ensure Pennsylvania prioritizes investments to fix our existing infrastructure first and strategically targets investments to maximize economic opportunity and ensure fiscal and environmental sustainability.*

**Recommendation #2                      Invest in Pennsylvania's Existing Communities**

*Make our communities healthier, more accessible, and more economically competitive—by creating a \$300 million multi-modal community transportation fund that invests in projects that integrate the transportation network to provide Pennsylvanians with safe, affordable transportation choices and attractive, quality places to live and work.*

**Recommendation #3                      Invest in Transit Systems' Operations and Capital Improvements**

*Provide transportation choices, improve accessibility, and contain travel costs for all Pennsylvanians by ensuring that Pennsylvania's public transit systems have an adequate, permanent, dedicated, reliable, and growing source of revenue for both operations and capital improvements.*

**Recommendation #4                      Empower Voters to Initiate and Fund Priority Local Projects**

*Authorize a new citizen referendum process that empowers citizens to raise revenue locally to invest in specific priority local and regional transportation assets or projects.*

**Recommendation #5                      Dedicate All Transportation Revenues Only to the Transportation System**

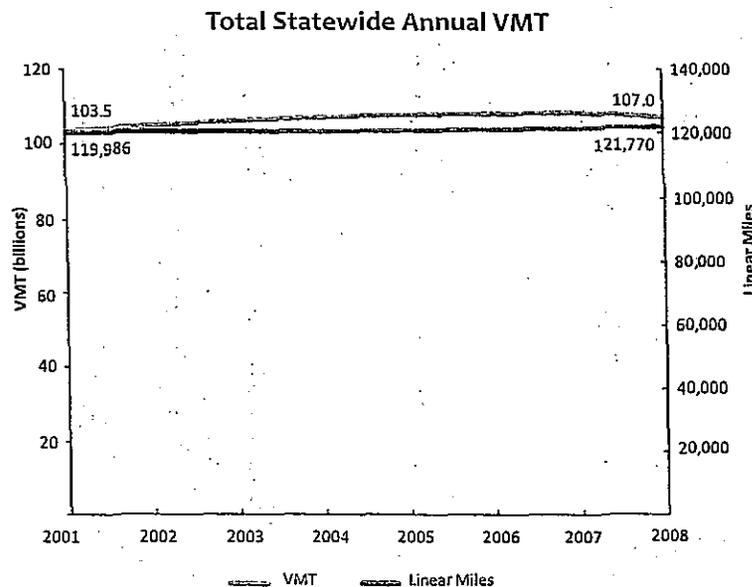
*Secure over \$565 million annually in additional funding for the transportation system by removing all funding for the Pennsylvania State Police from the Motor License Fund and requiring that the Commonwealth fund all State Police operations only through the General Fund.*

In 2008, 37 percent of Pennsylvania households owned two vehicles while 34 percent were single vehicle households. Eleven percent of households did not have access to a vehicle.

## VEHICLE TRAVEL IN PENNSYLVANIA

Pennsylvania, in line with national trends, has experienced continued growth in vehicle miles traveled (VMT) on its roadway network. However, in FY 2007-2008 a reversal in this trend occurred—for the first time since the opening of the interstate system—with a 1.3 percent decrease in VMT from the previous year. Escalating fuel prices combined with an economic recession are the primary reasons cited for this slight decline.

Truck travel in Pennsylvania has slightly declined since 2000. Annual truck VMT resulted in a 2.6 percent decrease between 2000 and 2008, although its share of total VMT remained relatively constant. Truck freight in Pennsylvania is a significant industry with 1 out of every 11 workers employed in trucking occupations.



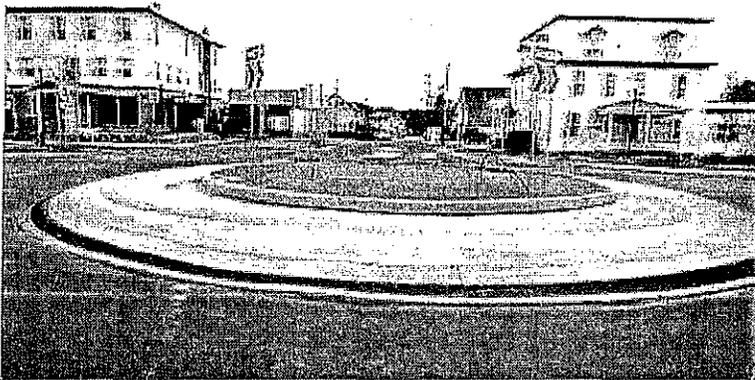


## Appealing remakes: Towns seem energized by revitalization

Published: Tuesday, August 16, 2011, 6:16 AM



By Patriot-News Editorial Board



Community officials are hoping the traffic roundabout at Linglestown Road and Mountain Road will bring more people to the area. Many communities are looking for ways to create revitalization.

Any good revolution starts in the streets.

Consider the recent overhaul along High Street in Carlisle meant to encourage students walking from Dickinson College campus to shop downtown.

Planners strengthened town-and-gown connections by reducing travel lanes to slow down drivers and encouraging the redevelopment of storefronts near the college. In addition, new businesses as

well as a garden area appeared along the corridor. Now students and alumni alike know a walk is a journey into a resurgent downtown.

This is smart planning at its best. Whenever possible, it makes sense to redevelop what doesn't work into something that does. Endlessly expanding with new construction that uses up available green space should not be the first or best solution.

Ideas such as Carlisle's effort bear repeating. And with continued effort, they will be.

Take a look at what's happening in Hampden Twp. Now here's a conversation with a lot of potential.

Officials plan — with a lot of community and commercial input — to take a good look at the township's zoning laws in an effort that will reshape the area for decades to come. And officials are on track with the right thoughts on addressing concerns such as traffic flow, property values and the need to keep tax rates low.

To do this, they'll work to direct growth toward existing communities, support walkable neighborhoods and suitable building designs. The public conversation begins this month and promises to be compelling.

It's heady stuff. And smart.

Hampden Twp.'s approach could set the stage for what's next when it comes to curbing sprawl. In short, revitalization projects that are smaller in scope are great places to start, but it's important to keep the bigger picture in mind and keep moving.

For example, two new roundabouts in Linglestown did more than simply change traffic patterns. New curbs, new sidewalks, new streetlights, trees and benches were all part of the plan.

Despite some early concerns, it is clear that a community and a commute were made better by the change. The benefits are already showing up in the number of walkers that business owners are spotting and the lower frequency of traffic backups during rush hour.

A desire for remaking the midstate's towns is catching. Steelton officials have attempted a similar comeback with a street project there. More commercial building along the revitalized Front Street is planned.

Business owners and government officials in Hummelstown, Middletown, Palmyra and Hershey also have all discussed similar ideas. Some have even drawn up plans and are looking for funding.

We also are seeing the second phase of a streetscape project in Lemoyne take shape. The project grew out of a regional comprehensive plan, in which Camp Hill and Wormleysburg also participated, with plans to link all three communities. So far Lemoyne is the only borough moving forward on the project.

In all, it is great to see so much forward planning in our region.

Let's hope the right commercial and governmental players sign on to these ideas.

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**Pennsylvania: Loss of Multi-Modal Transportation Funding- A Comparison**  
(in millions \$)

	2013 Planned SAFETEA-LU	2013 Actual MAP-21
Transportation Enhancements (TE)	\$30.000	\$0.000
Federal Safe Routes to School	\$6.700	\$0.000
Recreational Trails	<u>\$2.440</u>	<u>\$0.000</u>
	\$39.140	\$0.000
Transportation Alternatives	\$0.000	\$27.167
Congestion Mitigation Air Quality	\$113.500	\$100.925
Other Multi-Modal Programs without Funding:		
Hometown Streets (Program Set Aside w/in TE Program) (previously, was \$200m over 4 years)	\$0.000	\$0.000
PA Community Transportation Initiative (PCTI) (previously, was \$60m per year for 2 year pilot)	\$60.000	\$0.000
	<u>\$212.640</u>	<u>\$128.092</u>
Total Loss of Projected Funding versus previous years:		
		(\$84.548) million annually