



The Voice of the Tri-County Regional Planning Commission since 1970

# TCRPC NEWSLETTER

Planning News from Dauphin, Cumberland, and Perry Counties

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## County Planning Commissions Set Transportation Project Priorities

By Diane Myers-Krug

The first portion of the 2007 Regional Transportation Program Update has concluded. In May, project suggestion forms were distributed to 263 municipalities, agencies, organizations and groups interested in transportation. About 140 project suggestions eligible for federal funds were received, of which 97 are new, unprogrammed projects totaling about \$300 million in funding requests. Those projects were distributed to their respective County Planning Commissions for prioritization, and the "Top 10" lists are as follows:

### Cumberland County

1. 21st St/Poplar Church Rd/Center Street,  
*East Pennsboro Township*
2. Wolf Bridge,  
*Cumberland County*
3. I-81 Exit 29 Reconstruction,  
*Shippensburg Transportation Task Force*
4. St. John's Church Road Interchange,  
*Hampden Township*
5. Sheely Lane Corridor Study,  
*Lower Allen Township*
6. Market St, Rt 11/15, Ridge Rd Pre-emption,  
*Camp Hill Borough*
7. Erford Road Bridge,  
*East Pennsboro Township*
8. WCCOG Land Use and Transportation,  
*Western Cumberland COG*
9. Mountain Road Humpback Bridge,  
*Upper Mifflin Township*
10. Stella Street Railway Crossing,  
*Wormleysburg Borough*

### Dauphin County

1. PSU-HIA-Jednota Estates Access,  
*Lower Swatara Township*
2. Dauphin County Bridge #122,  
*Dauphin County*



TCRPC provides direction to those it serves

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3. Nyes Road Improvements,  
*Lower Paxton Township*
4. US 422, US 322 and PA 39 Interchange,  
*Derry Township*
5. Walnut Street / Progress Avenue,  
*Susquehanna Township*
6. Allentown Blvd & Hershey Rd Intersection,  
*West Hanover Township*
7. South Meadow Lane (T-625) Bridge,  
*East Hanover Township*
8. Potato Valley Bridge,  
*Middle Paxton Township*
9. 63<sup>rd</sup> St Rudolph Dininni Bridge Study,  
*Swatara Township*
10. Maclay Street Bridge,  
*City of Harrisburg*

### **Perry County**

1. PA 34 & Sunnyside Drive (34A),  
*Carroll Township*
2. PA Route 274 (274A),  
*Penn Township*
3. US Routes 11/15 (11A),  
*Penn Township/Marysville Borough*
4. South Main St Bridge (MYB1),  
*Marysville Borough*
5. T-422 Dix Hill Road Bridge,  
*Centre Township*
6. PA Route 849 (849B),  
*Reed Township*
7. PA Route 944 (944B),  
*Hampden Township*
8. US 11/15 Rock Fall (11F),  
*Penn Township/Marysville Borough*
9. Linton Hill Rd Bridge (PNT1),  
*Penn Township*
10. PA Route 944 (944D),  
*East Pennsboro Township*

Kudos to Perry County for recognizing the regional nature of transportation impacts and including projects beyond their administrative borders as part of their priorities.

These priorities will be forwarded to HATS to be included in their regional project ranking process, as part of the 2030 Regional Transportation Plan Update, from which a draft FFY 2007-2010 Transportation Improvement Program (TIP) will be generated for adoption by HATS in June. All input and participation throughout this planning process is welcomed!



## Community Development Block Grant FY 2005

*By Omar Syed*

The Perry County Board of Commissioners approved the submission of FY 2005 CDBG application to the PA Department of Community and Economic Development (DCED) in February 2005. The entitlement grant for Perry County is \$319,129, which is \$11,016 less than in FY 2004. The project activities selected by the Commissioners and included in the application are:

1. Municipality: New Buffalo Borough  
Project Activity: Pay for sewer tap-in fee and lateral connections to dwellings of low and moderate income homeowners and purchase of land for sewage treatment plant  
Funds Allocated: \$132,525
2. Municipality: Blain Borough  
Project Activity: Construction of water treatment building with chemical storage and stand by power facility  
Funds Allocated: \$31,160 and \$48,840 from FY 95 funds
3. Municipality: Duncannon Borough  
Project Activity: Replacement of 36 fire hydrants and 10 mainline valves  
Funds Allocated: \$88,000 and \$90,000 was allocated in FY 2004 funds
4. Municipality: Newport Borough  
Project Activity: Convert 55 fire hydrants with adapters to conform to National standards  
Funds Allocated: \$15,410
- 5a. Planning: In kind services by County Commissioners' staff for Countywide solid waste study  
Funds Allocated: \$20,000
- 5b. Administration: Preparation of grant application, environmental reviews and program administration to closeout of grant  
Funds Allocated: \$32,034

The purpose of the CDBG program is to mostly benefit low and moderate income persons. For a project activity to qualify for funding, at least 51% of the population in the service area of benefit must be in low and moderate income. The low and moderate income limits are provided by U.S. Department of Housing and Urban Development. All the projects in the grant application benefit low and moderate income persons. The CDBG application was approved by the Pennsylvania Department of Community and Economic Development in June 2005.

# Cumberland County Comprehensive Plan Update

*By Jeff Kelly*

In 2006, the planning staff will consider updating the Cumberland County Comprehensive Plan. When the plan was adopted in December 2003 the intent was to periodically review the document and make appropriate changes as deemed necessary. This would help achieve the goal of maintaining the Comprehensive Plan as a “living document” that would provide up-to-date information.

Over the past two years Cumberland County experienced extensive growth which has impacted land use patterns, transportation systems, infrastructure, and community facilities. These elements of the Plan will be reevaluated and updated with current data. Population data in the Plan will also be updated with the most recent estimates from the U.S. Census Bureau. In addition to updating the

basic data, the Commission plans to enhance the History chapter and Historic Preservation Plan chapter using the guidelines developed by the Pennsylvania Historical and Museum Commission (PHMC). The goal is to provide a more comprehensive history of the county as it relates to settlement patterns, transportation systems, and natural / cultural resources.

After the basic information is updated, the Commission will evaluate the current policies and recommendations of the Comprehensive Plan and determine if any need to be revised. The County Planning Commission will present the changes at scheduled Outreach Meetings and through newsletters, and encourages municipal and public input. It is anticipated the Comprehensive Plan update process will be completed in 2007.

## Cumberland County Planning Commission and GIS Department Collaborate on Composite Municipal Zoning GIS Map

*By Jennifer Nolan Straub*

Municipal zoning designations are an important consideration when making land use, transportation, and other related planning decisions. While a few municipalities in the county have already converted paper maps into digital geographic information systems (GIS) data, most municipalities in the county maintain their zoning maps in hard copy format. The county planning staff use GIS as a tool for numerous daily activities including but not limited to: subdivision and land development plan reviews, zoning map change reviews, sewerage module reviews, comprehensive planning, and general requests for information. Having a composite zoning map of all the municipal maps in digital GIS format was determined to be a priority, and the Cumberland County Planning Commission and GIS Department staff were able to collaborate to tackle the task.

Since zoning regulations are established by the municipalities, feedback and cooperation from the municipal zoning

officials and other staff has been vital to the progress of the project. As drafts of the digital maps have been completed, municipal staff have been reviewing draft maps and meeting with county planning and GIS staff to recommend necessary changes. This will help to ensure the new GIS maps accurately represent the originals. A process is being put in place to ensure updates can be made as municipalities make map changes. This will allow the county to make available to the municipalities the most current GIS data and mapping of their zoning districts. The GIS layer and draft maps have been completed for all 33 of the municipalities and several have been finalized. County planning and GIS staff will continue to contact and coordinate with the remaining municipalities in 2006 with the goal of finalizing them by the end of the year. Any questions about this project can contact Jennifer Nolan Straub in the Cumberland County Planning Commission office at (717)-240-6171.

# Perry County News

By Jason Finnerty

## ***2005 Draft Update to the Perry County Comprehensive Plan***

The 2005 Draft Perry County Comprehensive Plan update has been initially placed on Tri-County Regional Planning Commission's website. The Perry County website has a direct link to the document. Perry County now has a link to a web page hosting the 2005 Draft Update to the Perry County Comprehensive Plan. You may view the draft plan at the following web address:

[www.tcrpc-pa.org/pccomplan.asp](http://www.tcrpc-pa.org/pccomplan.asp)

Please take the time to review the Draft Plan and associated information and offer us comments either on the website or by writing the following address:

Perry County Planning Commission  
c/o Jason R. Finnerty, Staff Planner  
25 West Main Street  
New Bloomfield, PA. 17068

We look forward to hearing your thoughts.

The Draft Plan update has been developed with the planning efforts of both the Tri-County Region and each of the County's municipalities in mind. In so doing, the County is focused on bridging the gap and maintaining consistency in planning at these various levels of government.

## ***Land Use Planning and Technical Assistance Program (LUPTAP) Grant***

In November, the PCPC staff submitted an application on behalf of the PCPC and the Perry County Commissioners to the PADCED to secure funding to complete the County's update to the comprehensive plan. The funding requested would initially cover anticipated expenses associated with plan's outreach. In addition, the cost of editing the document was also considered. Lastly, the post plan education sessions were taken into account.

A second, regionally focused application was submitted also considering Perry County. The application was submitted at the same time as the first. The application sought money to aid the TCRPC in the development of

updated model subdivision and land development and zoning guides containing model ordinance language. The last model guides were developed in the 1970's.

The final determination on the funding for both of these applications will be known sometime in December 2005.

## ***Perry County Solid Waste Management Plan Update***

Perry County and its consultant Evergreen Environmental Inc. are nearing the end to a year long process of updating the County's Solid Waste Plan. The PCPC staff has provided in-kind support throughout the process. This support has taken the form of research some of the textual writing, and input at Solid Waste Advisory Committee (SWAC) meetings. The draft plan has been provided to the SWAC members for their review.

## ***Hazard Mitigation Plan***

The PCPC staff has been requested to assist the Perry County Emergency Management Agency in preparing the County's first Hazard Mitigation Plan. It is uncertain at this time where funding will come from to cover the associated expenses needed to develop this plan. Staff is presently researching the possibility of submitting a federal grant request under the FEMA Pre-disaster Mitigation Grant Program to cover 75% or more of cost to develop the plan. In all likelihood, if the grant were secured, staff would provide in-kind services to cover the remaining expense (25%).

## ***General Consistency Guidelines***

At its November 2005 meeting, the PCPC adopted its first ever set of general consistency guidelines for the County. The Pennsylvania Municipalities Planning Code (MPC) directs County Planning Commissions to "...publish advisory guidelines to promote **general consistency** with the adopted County Comprehensive Plan." (MPC, Section 301.4(b))

*see Perry County News on page 9*



## I'll be Walking My Way Back to You, Babe

By Brian Dickson

How do you travel to get to work or the store? Odds are you did not say walking, and yet without the ability to walk or operate an assistance device, you would not be able to access any other form of transportation. Throughout history, humans' main form of transportation has been walking and yet it is often the most overlooked form of transportation in our modern world.

When you think of the daily trips you make, would you feel comfortable walking that trip? When walking to a friend's house or the closest store, how much of the trip can you walk on a sidewalk or pedestrian path? How many neighborhood intersections have pedestrian crosswalks and crossing signals? Are those crossings handicap accessible and if they are, are they maintained so that wheelchairs do not have to navigate cracks and uneven pavement? In urban areas, we expect to see walkers, but look at suburban and rural areas and chances are you will be surprised at how many walkers and runners are out there. We hear on the news that children are not getting enough exercise, but often parents will not let the children walk through the neighborhood because of safety issues. These are just a few of the issues that are often overlooked when developing and improving our area transportation systems.

Many municipalities now see the benefits of creating pedestrian walkways, requiring new developments to install sidewalks in residential developments (usually on both sides of the road), along commercial highway sectors, office parks, and village areas. These laws are a good first step, but the path is long. The next step is to connect these pathways. Do sidewalks end in certain

areas and begin again further up the road? Do commercial sites, office parks, and other public buildings have clearly defined pedestrian pathways leading from the road and parking lots to the buildings? This aspect is often overlooked when creating parking lots and open spaces. Pedestrian advocates often warn of design features at major intersections that are designed to improve traffic flows but can be dangerous to walkers and bikers. Free right turns, designed to allow traffic to flow easily from one road to the next create a pedestrian blind spot. Drivers will look left for oncoming traffic, but forget to look right to see if pedestrians are crossing the right turn intersection. Walking lights are often timed for the fastest walkers, leaving slower pedestrians unable to cross in the allowed time, and often, large boulevards provide no center section if the walker cannot make it across in one light. If you spend any time walking, these are only a few of the pedestrian issues out there, and does not even start to address handicap issues.

We speak that we need to find alternatives to the single occupant vehicle, but we often develop our transit systems to accommodate large numbers of vehicles, and forget to design pathways that promote walking. In general people will only walk a ½ mile or less, so providing access to transit further away than is often overlooked. If we do not create those extended pathways, we almost guarantee people will not walk further than that ½ mile. Walkers, like drivers, want the most direct path to their destinations. Should not the major roads leading to and from cities and towns provide pedestrian pathways along those routes for those that must walk? It is argued

*see Walking on page 7*

# Public Transportation Update

By Brian Dickson

## Commuter Services of South Central Pennsylvania

- The Commuter Services website ([www.pacommuterservices.com](http://www.pacommuterservices.com)) is up and running, taking online carpool applications, providing links to all area transit authorities, chambers, and MPO's, providing a trip cost calculator, and other information about carpooling, the Emergency Ride Home program, and other transit issues.
- Laura Lutz has been hired to assist Brandy Heilman in outreach efforts to employers and employees in the Harrisburg, Lebanon, and York regions, including outreach meetings and transportation fairs. Chris Gendron has been hired for employer outreach efforts in the Lancaster region.
- The region's carpool database is nearing 500 people. Commuter Services is also looking at expanding support for Maryland and surrounding Pennsylvania residents who live or work in the South Central Region.

## CORRIDOR<sub>one</sub>

- Our last newsletter indicated the preliminary engineering for CORRIDOR<sub>one</sub> was completed, which was incorrect. The Environmental Assessment and Operating Plans have been completed, and were reviewed by HATS staff and are currently under federal review, but the full preliminary engineering plan is still being worked on.

## Capital Area Transit (CAT)

- Route 17, serving 17<sup>th</sup> Street and Progress Ave., has been modified, eliminating the branch serving the Colonial Park Mall, and reducing the number of daily runs, now mainly running during peak hours only. Service to the Shoppes at Susquehanna and Nationwide Insurance have been added.

- With the success of the employer base route to the Ross Stores Distribution Center in Carlisle last year, CAT has expanded employer-based routes this year. Service to TecPort near the Harrisburg Mall, Support Solutions in the Upper Allen Business Park, and Ames True Temper, near Mechanicsburg have been added.
- CAT, with the assistance of HATS and PennDOT, has and will be adding several new buses to their fleet

## Bike / Pedestrian Plan

- The HATS Bike/Ped subcommittee has been meeting to update the existing HATS Bike/Pedestrian Plan.
- The URS Corporation, through a grant provided by PennDOT, will be working on an area sidewalk inventory for HATS. See "I'll Be Walking My Way Back to You, Babe" article in this newsletter on the importance of walking paths.

## Harrisburg Regional Transit

- Susquehanna Trailways now serves the Harrisburg region with a daily route to and from Williamsport, PA, and Elmira, NY. In the Tri-County region, the runs make stops at the Harrisburg Transportation Center and along Route 11/15 at Amity Hall, New Buffalo, Liverpool, and the Rt. 104 Park-N-Ride.
- TCRPC maintains a website detailing all the transportation opportunities in the Harrisburg region ([www.tcrpc-pa.org/srtp.htm](http://www.tcrpc-pa.org/srtp.htm)). The latest printed report will be coming out in early 2006. If you represent a community agency who could benefit from a printed copy of this report, please contact Brian Dickson at 717-234-2639 or at [bdickson@tcrpc-pa.org](mailto:bdickson@tcrpc-pa.org).

## Walking *continued from page 6*

these roads are too busy and fast for pedestrian safety, so things like sidewalks that promote walking should be limited, but people are going to walk these routes anyway. As we go forward and try to find alternatives to the

automobile, we must look at all the links in our transportation system and not forget the most basic link of all!

# Surface Transportation Bill Reauthorized...Finally

By Diane Myers-Krug

On August 10, 2005 the President signed into law the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*, or SAFETEA-LU. This is the second reauthorization of the original surface transportation bill (Intermodal Surface Transportation Efficiency Act of 1991, ISTEA) and replaces the Transportation Equity Act for the 21<sup>st</sup> Century, TEA-21.

SAFTEA-LU provides for \$286.4 billion in surface transportation spending nationwide over a six-year period (2004-2009). Pennsylvania will receive about \$1.6 billion annually. This is a 19% increase over TEA-21 funding levels, and generates a rate of return of 113.15% by the end of the bill, maintaining Pennsylvania's status as a "donee" state. This is, we continue to get more funding out of this bill than we pay into it!

Several "High Priority Project Authorizations" (earmarks) also were secured by our region's Congressional officials totaling over \$32 million. Since nearly 70% of this is for projects already programmed on the Transportation Improvement Program (TIP), these earmarks also indirectly provide an additional \$22 million in regular federal funds to redistribute among projects in our region. The new earmarked projects include:

## **Cumberland County**

I-81, Exit 44 .....	3,096,400
Shippensburg Inner Loop .....	400,000
New Kingstown Bypass (2) .....	5,294,000
Holly Pike Intersection .....	464,000
Stella Street Railway Crossing .....	600,000
Mechanicsburg Signals .....	360,000
Shippensburg University Campus Circulation .....	250,000

## **Dauphin County**

Chambers Hill and Lindle Road (S.R. 441)/I-283 and Eisenhower Blvd .....	800,000
Southern Gateway .....	4,320,000
Hummelstown Main and Walton St Intersection .....	1,600,000
PSU-HIA-Jednota Estates Access .....	800,000
PA 39 West Hanover Widening .....	500,000
PA Route 209 and Water Company Road .....	600,000
Linglestown Square (2) .....	2,650,000
Burd St. Bridge Replacement .....	400,000
State Street and Mulberry Street Bridges Lighting .....	4,000,000
Derry Township Intermodal Facility (2) .....	1,250,000
CAT Bus and Spare Unit Purchase .....	1,000,000

## **Lebanon County**

Campbelltown Connector (2) .....	3,000,000
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## **Perry County**

PA Route 274 at PA Route 11/15 Reconstruction .....	800,000
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## **Other**

Corridor One Commuter Rail (MOS-1) .....	Final Design and Construction
Corridor One MOS-2 (East Mechanicsburg to Carlisle) .....	Preliminary Engineering

HATS continually updates its transportation plan and program and welcomes your input. Please visit [www.tcrpc-pa.org/HATS.htm](http://www.tcrpc-pa.org/HATS.htm) for more information and a listing of meeting dates.

# County Business Patterns: 2003

*Source: U.S. Census Bureau*

*Janine Park*

Each year the U.S. Census Bureau publishes County Business Patterns, an annual series that provides economic data by industry. The 2003 data was released in September 2005. Businesses use the data for analyzing market potential, measuring the effectiveness of sales and advertising programs, setting sales quotas, and developing budgets. Government agencies use the data for administration and planning.

County Business Patterns covers most of a county's economic activity. The series excludes data on self-employed individuals, employees of private households, railroad employees, agricultural production employees, and most government employees.

Listed below are employment figures that reflect the number of employees by industry for the week including March 12, 2003.

Industry	Cumberland County	Dauphin County	Perry County
Forestry, Fishing, Hunting & Agricultural Support	0-19	64	0-19
Mining	65	51	0-19
Utilities	332	1,140	10-99
Construction	4,677	6,589	609
Manufacturing	9,816	10,743	929
Wholesale Trade	4,079	13,964	310
Retail Trade	15,357	15,952	1,299
Transportation & Warehousing	10,046	6,334	619
Information	3,082	5,456	65
Finance & Insurance	9,880	18,979	267
Real Estate & Rentals & Leasing	1,530	1,862	91
Professional, Scientific & Technical Services	6,699	6,826	171
Management of Companies & Enterprises	7,458	6,052	n/a
Admin. Support, Waste Management & Remediation Services	6,244	9,031	75
Educational Services	4,792	2,230	72
Health Care & Social Assistance	14,620	21,006	660
Arts, Entertainment & Recreation	887	3,211	20-99
Accommodations & Food Services	8,386	12,109	516
Other Services, Except Public Administration	5,486	10,393	408
Unclassified Establishments	20-99	50	0-19

**Perry County News** *continued from page 5*

The guidelines as they are structured, will be used by staff to aid in the consistency evaluation process when requests for a determination are made. The present guidelines were developed while considering the 1992 Perry County Comprehensive Plan. Of course, the guidelines will need to be revisited when the new comprehensive plan is finally adopted.

# Eye on the Environment



## Highlands Coalition Act Signed

*By Sara Henke*

The Highlands Coalition Act, recently signed by President Bush is a federal effort to preserve land throughout a specific region located in PA, NY, NJ and CT. The United States Department of Agriculture, the lead agency for this effort, defines the Highlands as a rugged landscape of forested mountains and hills that stretches along the western edge of the coastal metropolis. For further definition in this area of Pennsylvania the rock type diabase is utilized. In Dauphin County the Highlands include diabase rich Londonderry Township, Derry Township and Conewago Township (see Map 3-2 in the Dauphin County Draft Comprehensive Plan). A very small portion of Cumberland County is located in the Highland region.



**Highlands Region**

Under the Highlands Coalition Act, governors of the Highland states will submit projects, to acquire or purchase interest in. Eligible projects must meet certain conditions.

1. A non-federal entity should be identified who will own or hold and manage the land or interest in land
2. The source of funds should be identified to match the federal share, the federal share shall not exceed 50% of the total cost of the project
3. Management objectives for the land should be described to ensure the permanent protection and use of the land for the purpose which the assistance will be provided.
4. Provisions that if the project is converted, or the land is disposed of or used for purpose inconsistent with the purpose assistance was provided, as determined by the Secretary of the Interior, the United States may seek specific remedies, and shall be entitled to reimbursement
5. Land Conservation Partnership project must be consistent with areas identified as having high conservation value that are described in the 2002 Update to the Highlands Regional Study.

This legislation will provide many opportunities to secure easements and protect land. Growing Greener II legislation will hopefully provide money for use to match the federal share throughout the Highlands Region in PA.

On October 27<sup>th</sup> a stakeholders meeting was held in Middletown for the lower area of Pennsylvania located in the Highlands Region. Other stakeholders meeting were held in other parts of PA at a later time. The stakeholders meetings were used to generate possible areas to be protected and to be submitted to the Governor.

# Cumberland Announces Pilot Grant Program

By Stephanie Williams

In October 2005, the Cumberland County Board of Commissioners announced a pilot program to offer grants for land preservation and smart growth planning to the communities of Cumberland County. Recent planning efforts in the County, including the 2003 Comprehensive Plan, 2000 Countywide Greenway Study and *Land Partnerships*, Cumberland County's draft open space preservation plan, have pointed to the need for land preservation and smart growth planning if we are to maintain and improve the quality of life in Cumberland County.

The *Land Partnerships* Grant Program will be initiated with \$1 million in funding derived from a bond refinance. The Program will provide financial assistance to municipalities, not for profit organizations, and private sector interests in Cumberland County for the purpose of land preservation and smart growth planning. Local matching funds are required. Eligible projects under the program



include greenway and open space planning, ordinance assistance, land acquisition and park and trail development.

Grant applications will be accepted between December 1, 2005 and April 1, 2006. Grant awards are expected to be made in spring 2006. Anyone interested in learning more about the program may contact

Stephanie Williams, Greenway and Open Space Coordinator, Cumberland County Planning Commission at (717) 240-5383 or visit [www.ccpa.net/planning](http://www.ccpa.net/planning)

# Running Conduit through to Metadata

By Jessie Carter

Tri-County is getting new neighbors and the building that houses us has been going through a construction phase. Our GIS office was difficult to work in October because of construction running conduit in the ceiling and all the drilling in the building. In regards to my last article being too specific, I realized I needed to run the conduit through to the metadata.

Most people think getting visual information on the computer is easy and quick. The realization that it takes time and manpower to physically 'type' or 'draw' information on the computer is a large contrast to thinking you push one button to get results. Working on a land use project may seem like nothing, but once you sit down to do it, you find there is a lot of steps and processes to consider. The documentation for explaining your method of land use mapping is very important. Most projects, regardless if you are a municipality, or a county, when finished you get questions, 'How did you do that?' Why would this seem critical? Everyone uses different methods to map their land use.

After you finish your project, you need to write down how you did it. This is where documentation or in the GIS

terminology world, 'metadata,' becomes important. A municipality can look at a county's metadata on GIS information they received and understand how the county's information was mapped and what it focuses on. Other people or organizations, who ask for GIS information, find it helpful to read the metadata to find how old the information is, how it was done, and if it is useful to their project.

However, some people still do not do documentation for GIS information. Others do not read existing metadata they have. It is very important to complete and to read. In contrast, I worked on current and past metadata on our land use in this office. The process for the eight or ten year old land use was done through the windshield method. In other words, one person drove and the other wrote down what they saw through the car windshield on a printed out tax parcel sheet. The current land use information has tax parcels, air photos, subdivision information and some windshield field study in the process. As you can see, two different methods existed each time for land use mapping.

## TRI-COUNTY REGIONAL PLANNING COMMISSION

112 Market Street - 2<sup>nd</sup> Floor - Harrisburg, PA 17101-2015  
Phone: (717) 234-2639, Fax: (717) 234-4058

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### PUBLIC INFORMATION AND PARTICIPATION

This newsletter is the primary means, other than such items as may be published or broadcast by the general media, by which information concerning the Regional and Transportation Planning programs is made available to the citizens and public of the Tri-County Area. It is published three times a year and has a circulation of over 600. The meetings of the Regional Planning Commission and the Harrisburg Area Transportation Study are open to the public. Persons who wish to receive issues of this newsletter, obtain other information or comment about the planning programs should contact the Administrative Assistant, Donna Clay, Tri-County Regional Planning Commission, Telephone (717) 234-2639.

e-mail [planning@tcrpc-pa.org](mailto:planning@tcrpc-pa.org). website: [www.tcrpc-pa.org](http://www.tcrpc-pa.org)

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*Dauphin County Veterans Memorial Building  
Home of the Tri-County Regional Planning Commission*

## Facts about the Susquehanna

The Susquehanna River Basin drains 27,500 square miles, covering nearly half of the land area of Pennsylvania and portions of New York and Maryland.

The Susquehanna provides half of the freshwater inflow for the entire Chesapeake Bay.

The Susquehanna River is the 16<sup>th</sup> largest in the United States.

The Susquehanna is the largest river lying entirely within the United States that drains into the Atlantic Ocean.  
Source: DEP

## Did you Know

The Rockville Bridge in Harrisburg is the longest stone arch bridge in the world.  
Source: See America

60% of PA is still covered with woodland. As a result, PA along with Texas is home to the largest deer population in the lower 48 states.

PA's original Capitol building in Harrisburg was destroyed by fire in 1897. Its replacement now stands at the heart of Harrisburg.  
Source: A Journey Across the Commonwealth