

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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2005 - 06 Transportation Enhancements Projects Selected

by Chip Millard

The HATS Coordinating Committee selected five Transportation Enhancements/Home Town Streets/Safe Routes to School (TE/HTS/SRTS) projects to receive federal funding on its draft 2007 Transportation Improvement Program (TIP) at its February 24, 2006 meeting. Among the five projects, three are located in Dauphin County, one is located in Cumberland County, and one is located in Perry County.

The HATS recommendations concluded the six month TE/HTS/SRTS Program process, which included a program workshop, project application evaluation, project site visits, and both county and HATS project selection. In August 2005, after the municipalities and other potential applicants were notified about the program update, HATS staff held a joint TE/HTS/SRTS workshop with York County Planning Commission staff to overview the program guidelines and answer questions. Applicants then completed and submitted their TE/HTS/SRTS applications to the PennDOT Central Office by September 30, 2005. After the PennDOT Program Center conducted a preliminary review of all projects, copies of the applications were forwarded to PennDOT District 8-0

and HATS planning staff in late October. A total of 14 region-based, eligible projects, seven in Dauphin County, five in Cumberland County, and two in Perry County, were submitted in the HATS area for the TE/HTS/SRTS Program update. HATS staff then evaluated the projects, reviewing the applications, talking to project applicants about the projects, and conducting project site visits to better understand the project needs. In December 2005 and January 2006, the Cumberland, Dauphin, and Perry County Planning Commissions reviewed and ranked the projects within their respective counties. They used PennDOT and HATS staff-developed criteria, as well as HATS and county staff comments, to make more informed decisions about which projects to fund. The county planning commissions forwarded their recommendations to HATS, who used the county rankings and HATS staff comments to make its own rankings.

Below is a table showing the projects selected for funding by HATS. The table also shows the total estimated cost for the project and the federal funding requested for the project:

County	Project Name	Total Project Cost	Funding Requested
Cumberland	Camp Hill Borough 24th & 27th Street Underpasses	\$711,750	\$650,750
Dauphin	Elizabethville Borough PA 225 Sidewalk/Curbing Replacement	\$370,000	\$345,000
Dauphin	Swatara Township St. Catherine Laboure School Safety	\$396,914	\$336,835
Dauphin	City of Harrisburg Safe Routes to School Crosswalks	\$347,500	\$287,500
Perry	Marysville Borough Downtown Streetscape Improvements	\$231,000	\$208,500

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The HATS area has a total of \$2,105,000 in 2007-2008 TIP TE/HTS/SRTS funding to fund local TE/HTS/SRTS projects. The total federal funding requested for the five projects shown above is \$1,828,585, leaving a total of \$276,415 remaining in the HATS TE/HTS/SRTS allocation. The HATS committees recommended the reserve funding be used to provide additional funding for on-going projects that either did not receive enough money to be completed initially or experience cost increases.

In addition to selecting which projects should receive HATS TE/HTS/SRTS funding, the HATS committees also forwarded two projects to the statewide Transportation Enhancements Advisory Committee to be considered for statewide TE/HTS/SRTS funds. Those two projects were the Walnut Street Bridge Western Span Restoration in the city of Harrisburg and the Steelton Borough Main Street Improvements, Phase II. PennDOT later selected a third project, the Appalachian Trail Conservancy PA 944 Crossing in Middlesex Township, Cumberland County, to also be considered for statewide TE/HTS/SRTS funds. All three projects are regional in nature and could provide a broad-based positive benefit to the community. The projects will need to compete with TE/HTS/SRTS projects that only qualified for statewide TE/HTS/SRTS funds and local projects submitted for statewide TE/HTS/SRTS funding consideration by other MPOs and RPOs throughout the state.



St. Catherine Laboure School

The TE/HTS/SRTS projects selected by HATS to receive funding still have not have formally been programmed for funding as of this writing; the State Transportation Commission (STC) must still approve funding for the projects and the federal government itself must also ratify funding for the selected TE/HTS/SRTS projects. STC approval for the projects should be granted by May 2006, while federal approval for the projects will most likely occur on September 30, 2006.

The next round for the Transportation Enhancements/Home Town Streets/Safe Routes to School Program is set to begin in summer 2007.

Quick Facts - Tri County

by Janine Park

	Cumberland County		Dauphin County		Perry County		Tri-County Region	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
People Quick Facts								
Population, 2004 estimate	221,397		253,282		44,652		519,331	
Population, change, April 1, 2000 to July 1, 2004	7,723	3.6	1,484	0.6	1,050	2.4	10,257	2
Population, 2000	213,674		251,798		43,602		509,074	
Population, change 1990 to 2000	18,417	9.4	13,985	5.9	2,430	5.9	34,832	7.3
Persons under 5 years old, 2000	11,662	5.5	15,490	6.2	2,664	6.1	29,816	5.9
Persons under 18 years old, 2000	n/a	22.0	n/a	24.3	n/a	25.5	n/a	23.4
Persons 65 years old and over, 2000	31,754	14.9	35,844	14.2	5,345	12.3	72,943	14.3
Female persons, 2000	109,461	51.2	130,945	52.0	21,982	50.4	262,388	51.5
Male persons, 2000	104,213	48.8	120,853	48.0	21,620	49.6	246,686	48.5
White persons, 2000 (a)	201,716	94.4	194,158	77.1	42,964	98.5	438,838	86.2
Black or African American persons, 2000 (a)	5,048	2.4	42,582	16.9	189	0.4	47,819	9.4
American Indian and Alaska Native persons, 2000 (a)	272	0.1	415	0.2	53	0.1	740	0.1
Asian persons, 2000 (a)	3,578	1.7	4,931	2	65	0.1	8,574	1.7
Native Hawaiian and other Pacific Islander, 2000 (a)	77	0	82	0	5	0	164	0
Persons reporting some other race, 2000	915	0.4	4,972	2.0	92	0.2	5,979	1.2
Persons reporting two or more races, 2000	2,008	1.0	4,660	1.9	234	0.5	6,902	1.4
White persons, not of Hispanic / Latino origin, 2000	199,925	93.6	190,347	75.6	42,772	98.1	433,044	85.1
Persons of Hispanic or Latino origin, 2000 (b)	2,883	1.3	10,404	4.1	301	0.7	13,588	2.7
Living in same house in 1995 and 2000, Age 5+, 2000	115,657	57.3	139,732	59.0	27,561	67.3	282,950	59
Foreign born persons, 2000	6,923	3.2	10,214	4.1	405	0.9	17,542	3.4
Language other than English spoken at home, Age 5+, 2000	11,495	5.7	20,166	8.5	1,464	3.6	33,125	6.9
High school graduates, persons age 25+, 2000	51,669	35.8	64,174	37.4	14,492	49.5	130,335	37.8
Bachelor's degree or higher, pct. of persons age 25+, 2000	40,264	27.9	40,380	23.5	3,316	11.3	83,960	24.3
Persons with a disability, age 5+, 2000	29,794	20.8	40,658	17.6	6,820	16.9	77,272	16.1
Mean travel time to work (minutes), workers age 16+, 2000	20.5		21.1		34.7			
Housing units, 2002	89,241		112,706		19,306		221,253	
Housing units, 2000	86,951		111,133		18,941		217,025	
Homeownership rate, 2000	60,645	73.1	102,670	65.4	13,326	79.8	176,641	n/a
Housing units in multi-unit structures, 2000	16,536	19.0	29,813	26.8	1,738	9.2	48,087	22.2
Median value of owner-occupied housing units, 2000	\$120,500		\$99,900		\$96,500		n/a	
Households, 2000	83,015		102,670		16,695		202,380	
Persons per household	2.41		2.39		2.58		n/a	
Median household income, 1999	\$46,707		\$41,507		\$41,909		n/a	
Per capita money income, 1999	\$23,610		\$22,134		\$18,551		n/a	
Persons below poverty, 1999	13,102	6.6	23,706	9.7	3,286	7.7	40,094	n/a
Business Quick Facts								
Private nonfarm establishments with paid employees, 2001	5,587		6,573		753		12,913	
Private nonfarm employment, 2001	116,606		138,623		6,138		261,367	
Private nonfarm employment, percent change 2000-2001		1.0		1.8		4.0		n/a
Nonemployer establishments, 2000	12,382		12,232		2,510		27,124	
Manufacturers shipments, 1997 (\$1000)	3,307,332		3,590,903		82,728		6,980,963	
Retail sales, 1997 (\$1000)	2,759,547		2,532,802		205,266		5,497,615	
Retail sales per capita, 1997	\$13,289		\$10,310		\$4,652		n/a	
Minority-owned firms, percent of total, 1997		3.1		7.0		n/a	n/a	
Women-owned firms, percent of total, 1997		25.7		24.0		23.7	n/a	
Housing units authorized by building permits, 2002	1,271		895		220		2,386	
Federal funds and grants, 2002 (\$1000)	1,327,880		4,424,253		199,411		5,951,544	
Geography Quick Facts								
Land area, 2000 (square miles)	550		525		554		1,629	
Persons per square mile, 2000	388.4		479.4		78.8		312.5	

Source: U.S. Census Bureau

(a) Includes persons reporting only one race

(b) Hispanics may be of any race, so are also included in applicable race categories

Harrisburg Area Transportation Study



Public Transportation Updates

by Brian Dickson

A lot has been going on with Public Transportation in the Harrisburg Area in the first few months of 2006. Below is a list of the various activities that have occurred in the last few months.

Commuter Services

- The Susquehanna Regional Transportation Partnership has invited representatives from Adams County to join SRTP and they have indicated their interest in joining the program.
- With outreach campaigns to many of the regions employers, the carpool match up database has had a significant increase in the first few months of 2006.

CAT

- CAT has introduced several new employer based bus routes to various area employers including: Exel Distribution Centers in Hershey and Mechanicsburg, GenCo, Playtex, Support Solutions, and Ames True Temper in Carlisle and Mechanicsburg.
- A new daily express route between Shippensburg and Harrisburg was introduced in January
- CAT is looking into the possibility of providing fare vending machines throughout the region
- Bus passes and tickets can be purchased online

CORRIDORone

- Working together, PennDOT, FTA, CAT, Harrisburg City, Cumberland County and Dauphin County. Commissioners have a

tentative agreement to implement Phase I between Lancaster and Harrisburg. The initial Phase will not enter Cumberland County.

- The Norfolk Southern Lemoyne Connector Project is proceeding to create a direct connection to the Enola Yards via Cumberland County rail lines. A bridge will be constructed so future buses or CORRIDORone trains into Cumberland County will have access to the CAT Bridge over the Susquehanna River. Cumberland County will contribute \$500,000 towards the Lemoyne Connector bridge project.

SARAA

- Securing a low cost carrier is still a priority for HIA.
- Approach lights at the Capital City Airport will be replaced in the upcoming months.

Amtrak

- Ridership at the beginning of 2006 is up by 10% compared to the same time last year.
- Schedule changes will be implemented on the Keystone Corridor once the physical improvements to the corridor are completed in late 2006. A total of 14 trains/weekday (increase of 3 trains/weekday) in each direction will run between Harrisburg and Philadelphia and express service between the two cities will also be implemented. There will be minor schedule changes over the next few months as a result of the track work.

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Walking a Mile in Someone's Shoes

by Brian Dickson

There is nothing like running for the bus, having an embarrassing fall, and finding out you broke your right wrist and left shoulder, to get a public transportation advocate on a soapbox about addressing disability issues. Suddenly that door into your office is much heavier to open than you ever realized, and it is no easy task to getting to your wallet to show your bus monthly pass or get out the sufficient funds to pay for the bus. Break your leg, and walking up those steps into the bus becomes a real challenge, making you appreciate it even more if you are lucky enough to get one of the new low floor buses that CAT has recently been purchasing to replace their old fleet.

As the region's Metropolitan Planning Organization, the Tri-County Regional Planning Commission and HATS are required to identify areas in the region having special needs, such as high poverty levels, a major population with limited English-language skills, poorly served minority districts, etc. and look at ways to mitigate negative transportation issues in these areas. While people may live in communities with similar racial or income characteristics, persons with disabilities tend to live everywhere throughout the region. Persons with disabilities are found in every municipality, rural areas and urban areas, in single family homes, apartment complexes, senior centers, and most workplaces. This does not include the huge numbers of people who must deal with temporary disabilities such as broken limbs, surgeries, disabled family members, and various other issues. I can say for myself, if it were not for public transportation, I would not be able to come to work each day, would not have been able to get to the hospital right after the accident, or have access to medical facilities as needed. Disabilities have impacts on every form of transportation as well as intermodal facilities where change modes of transportation.

When I had my accident, I was running across the street to catch the bus, which was coming up the street on the other side of the road. In a rush to get across the street before traffic got close, I lost my balance and fell hard on the cement road, breaking my bones. This area where I crossed the street is mixed

with commercial uses and high-density residential complexes with high volumes of vehicles and pedestrians. While I should not have been crossing when and where I did, as a pedestrian, especially in suburban areas, one often take chances crossing high volume roads as there are not sufficient alternatives. I quickly found out, taking these risky choices can lead to worse problems, such as broken bones, or worse, getting run over by a vehicle after falling (lucky for me I had observant drivers who saw me fall). Municipalities should look at safety improvements in such areas, like more crosswalks and signage. Curb-cuts at all intersections need to be required also, along with enforcement of design standards. Try taking a wheelchair up a curb-cut with a steep slope and you will find it can be almost as inaccessible as no curb-cut. Under-maintained sidewalks also create an impediment to those in wheelchairs, and a safety concern to others, not to mention the issues when sidewalks abruptly end. Are pedestrian crosswalk lights timed for those who may walk slow or using a wheelchair? At bus stops, are schedules provided at low enough heights for wheel-chaired persons to see? Are bus doors wide enough to accommodate crutches and other devices that may stick out? I have a mother who is extremely hard of hearing and this is often a disability ignored when thinking about disability issues. Operators who deal with the public daily should be taught to speak directly to hard of hearing persons, and not be offended if questions are asked multiple times because a person does not understand. If given the chance, this list of issues could go on for pages, the point is to think of these issue when developing an area that will be used by people and not fixed a situation later.

In our region, there are many things we can do to improve access for all. The state provides the Persons with Disabilities program, which provides discounted transportation to those with disabilities, which are not covered by other programs. Last year, Perry County applied to join this program (of which Cumberland and Dauphin Counties already participate), but was denied. We should work together to make sure all disabled persons in the State of Pennsylvania have access to such problems. In buying replacement

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COUNTY AND MUNICIPAL NEWS

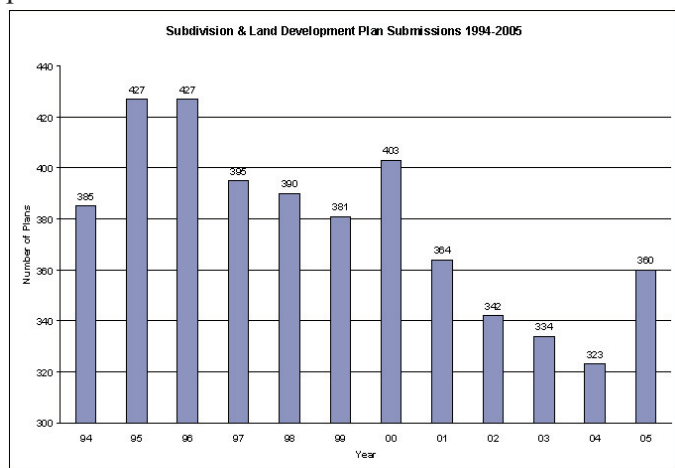
Subdivision and Land Development Activity in Cumberland County

by Jeff Kelly

During 2005, more subdivision and land development activity occurred in Cumberland County than has occurred since 2001. Cumberland County reviewed 360 plans in 2005, which are 37 more plans than in 2004. This reverses a declining trend in plan submissions that began in the late 1990s. During 1995 and 1996, the County Planning Commission received a high number of plan submissions with 427 plans submitted each year. Since then, the number of submissions has generally declined each year to 323 plans in 2004.

The number of dwelling units proposed in 2005, through final plan submissions, also rose significantly from 2004. The number of proposed units in 2005 (3,182) was more than twice the number in 2004 (1,225). All types of proposed dwelling units increased between 2004 and 2005.

The Year 2005 also showed an increase in the number of commercial and industrial land development plans compared to 2004. In 2005, the County received 84 commercial and 15 industrial plans compared to 70 commercial and 8 industrial plans in 2004.



Proposed Residential Development – Final Plans			
	2004	2005	Increase
Single Family Detached	836	1,335	+499
Multi-Family	276	383	+107
Townhouse	113	1,464	+1,351
Total	1,225	3,182	+1,957

Dauphin County Comprehensive Plan Update

by Janine Park

A draft new Dauphin County Comprehensive Plan has been prepared and is available for viewing on our web site at tcrpc-pa.org. Click on Dauphin County and then Draft Comprehensive Plan. Any comments or questions should be directed to Janine Park. Public meetings have been held, municipal comments solicited and the Dauphin County Planning

Commission has reviewed the plan. Recently TCRPC received a grant from the Pennsylvania Land Use Planning and Technical Assistance Program (LUPTAP) to solicit a final round of municipal comments, adopt and print the plan. It is anticipated that the plan will be adopted in the latter part of 2006.

Perry County News

by Jason Finnerty

2006 Draft Update to the Perry County Comprehensive Plan

If you haven't had the opportunity to see the Draft Comprehensive Plan we encourage you to take the time and view the document at the following web address: www.tcrpc-pa.org/pccompplan.asp. Since August of 2005, the Draft Plan Update has been hosted on Tri-County Regional Planning Commission's website. The Perry County website has a direct link to the document. The site has been visited over 600 times to date.

As we mentioned in the previous newsletter, 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 continue to accept your thoughts and input in our process and are encouraged by the comments we have received thus far.

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 Pennsylvania Department of Community and Economic Development (DCED) to secure funding to complete the County's update to the comprehensive plan. The grant will cover anticipated expenses to finalize the process of updating the plan and plan outreach.

A second, regionally focused application was submitted also considering Perry County. The application was submitted at the same time as the first. The application seeks capital assistance to aid TCRPC in its development of an updated model subdivision and land development and a model-zoning guide.

We are still awaiting a response from the DCED on these grant applications. In spite of the delay, Perry County has ultimately benefited by affording extra time to gather additional input from those who have expressed an interest in the Plan and the website housing it. To those that have responded, we thank you for your feedback.

Subdivision and Land Development (S&LD) Activity

So far this year (March meeting) staff has reviewed twenty-seven (27) subdivision and land development applications for Perry County. This figure is typical of the volume of subdivision and land development plan applications at this point of the year.

Over the three-month period leading up to the March Perry County Planning Commission meeting, two subdivision plans were perhaps the most noteworthy. The first was a plan for Lloyd J. Ettinger, III in Spring Township. This plan was submitted to Spring Township as a Preliminary/Final Plat for ten (10) new lots with ten (10) new dwelling units (DUs) on 67.34 acres.

The second plan was the Mountain View Estates subdivision in Oliver Township. This Preliminary Plan proposed seventeen (17) lots for a total of seventeen (17) DUs on 79.80 acres. This preliminary plan proposed a new cul-de-sac street for municipal dedication off Hominy Drive. A separate private drive off the opposite side of Hominy Road was also proposed.

Perry County Solid Waste Management Plan Update

Perry County and its consultant Evergreen Environmental Inc. are nearing the end of the process of updating the County's Solid Waste Plan. The final draft of the document was forwarded to

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the municipalities for their thirty-day review and comment period. Depending upon the level of municipal response to the document, the Solid Waste Advisory Committee (SWAC) may or may not be required to reconvene. From all indication and based on the level of response so far, these comments could be addressed with a few minor edits to the final plan. We anticipate these final edits will be highlighted during the final public hearing, prior to the signing of the ordinance signifying the adoption of the plan revision.

Hazard Mitigation Plan

The PCPC staff successfully coordinated a three-county effort to secure funding to develop a joint Pre-disaster Hazard Mitigation Plan for Juniata, Mifflin and Perry Counties. Although we are hopeful, the success of the application still remains to be seen. The grant pursued by the three counties is a Federal Emergency Management Agency (FEMA) Pre-disaster Mitigation grant, which covers 75% or more of cost to develop the plan.

Currently the grant application is being reviewed by the Federal Emergency Management Agency. While we wait, PEMA has offered staff the opportunity to visit PEMA headquarters in Harrisburg to see the Agency's use of HAZUS software first hand. HAZUS is a risk assessment program that works with our office's existing GIS software. The software can assist in analyzing physical damage, economic loss, and social impacts of a variety of natural and man-made disasters.

Perry County Township Supervisors Convention

For the second straight year staff attended the Convention, set up a table, and engaged municipal officials on planning-related subject matter. The Convention was held on March 25, in the Greenwood Elementary School. The Convention is an opportune time to renew contacts with municipal leaders. Of equal importance are the new connections to be forged with in-coming municipal leaders. We look forward to attending this event each year. If you have

any ties to municipal government in Perry County, we encourage you to consider making this one of your scheduled stops next year.

Developments of Regional Impact (DRIs)

At the February 2006 Perry County Planning Commission meeting the Commission requested staff to prepare an approach to address Developments of Regional Impact (DRIs). According to the Pennsylvania Municipalities Planning Code, a Development of Regional Significance and Impact is "any land development that, because of its character, magnitude, or location will have substantial effect upon the health, safety, or welfare of citizens in more than one municipality."

To address this issue, staff will be recommending the Commission establish identity thresholds for a wide variety of developments having the potential to transmit a regional impact. The thresholds will be reflected or referred to in the update to the Perry County Comprehensive Plan to reflect the base-level identification of DRIs. Perhaps another option would be the establishment of a DRI support team consisting of municipal officials, county and municipal planning commission members, county officials, municipal engineer, the local school superintendent, the sewage enforcement officer, an individual from the municipal authority, an individual with the PA DCED, Center for Local Government Services, or multiple contacts with various state agencies.

Another staff recommendation entails municipal notification. During the plan review process, notifying additional municipalities of DRIs is important. The earlier in the process the better as the more eyes potentially provide input early in the process may have a significant impact on the end result. Perhaps the addition of this notification process could even alert the County or the principal municipality receiving the project of a significant issue, not readily visible at the local level. In the Tri-County Region, Cumberland County has already implemented this approach. The Commission could also consider what if any procedural steps could be inserted in the subdivision and land development process.

Ag Zoning Panel

by Jennifer Straub

Agriculture is an important industry in Cumberland County. Ag preservation was identified as one of the highest priorities in the public opinion survey done for the 2003 update of the *Cumberland County Comprehensive Plan*. “Protect[ing] prime farmland soils through agricultural preservation techniques,” is Cumberland County’s Policy on Agricultural Preservation (*Cumberland County Comprehensive Plan 2003*). One of the techniques advocated by the comprehensive plan is effective agricultural zoning.

Agricultural preservation zoning limits the number of lots or the amount of land that can be subdivided from the original parent tract. This minimizes the amount of non-agricultural development, which can help minimize land use conflicts, maintain a critical mass

municipalities from the central and western regions represented.

The panel included four people representing differing perspectives on the topic: Jeff Kelly-Deputy Director, Cumberland County Planning Commission; Pat Fero-Supervisor & Chairman of the Planning Commission, Shrewsbury Township, York County; Tim Duerr-Chief of Planning, Zoning & Codes Enforcement for South Middleton Twp.; and Kent Strock-President of the Cumberland County Farm Bureau and fifth generation farmer in Upper Allen Twp. Jeff Kelly presented the advantages and disadvantages of the various methods available, including: large lot, percent of land, fixed scale, and sliding scale. He also went over some of the other technical issues such as the appropriate



Ag Zoning Meeting in Cumberland County

of agricultural land, and protect the prime soils from development.

Two Cumberland County affiliated organizations, the Future of Cumberland County Agriculture (FOCCA) and the Cumberland County Planning Commission (CCPC), collaborated to organize a panel to discuss the value of effective agricultural zoning that was held at Penn Township Fire Hall on March 30, 2006. Over 60 individuals participated with most

permitted uses, site design guidelines, setbacks in residential zones, and agriculture nuisance notice provisions. Patrick Fero and Tim Duerr discussed the development and implementation of the sliding scale and other land use planning strategies put in place to sustain agriculture in their respective municipalities. Kent Strock reflected on the challenges facing farmers today. The formal presentations were followed by a brief question and answer period.

Top 50 Regional Employers						
Rank	Name	Location		Type of Business	Total Employment	Website
		City	County			
1	Commonwealth of PA	Harrisburg	Dauphin	State Government	24,269	www.state.pa.us
2	U.S. Government	Washington DC	Washington DC	Government	16,733	www.firstgov.gov
3	The Hershey Company	Hershey	Dauphin	Manufacturer of Confections	8,400	www.hersheys.com
4	Penn State Hershey Medical Center	Hershey	Dauphin	Health Care, patient care	7,606	www.hmc.psu.edu
5	Wellspring Health	York	York	Health Care	6,106	www.wellspring.org
6	Wal-Mart Stores Inc.	Bentonville	Arkansas	Retail chain	6,090	www.walmart.com
7	Highmark Inc.	Camp Hill	Cumberland	Health Insurance, etc.	5,100	www.highmark.com
8	Pinnacle Health System	Harrisburg	Dauphin	Health Care Delivery	4,000	www.pinnaclehealth.org
9	Giant Food Stores	Carlisle	Cumberland	Retail Grocery & Food Store	3,900	www.giantpa.com
10	Lancaster General	Lancaster	Lancaster	Health Care	3,000	www.lancastergeneral.org
11	Dauphin County	Harrisburg	Dauphin	County Government	2,500	www.dauphincounty.org
12	Lancaster County	Lancaster	Lancaster	County Government	2,300	www.co.lancaster.pa.us
13	York County	York	York	County Government	2,200	www.york-county.org
14	Capital Blue Cross	Harrisburg	Dauphin	Health Insurance, etc.	2,097	www.capbluecross.com
15	Harrisburg Area Community College	Harrisburg	Dauphin	Higher Education	2,072	www.hacc.edu
16	York International Corp.	York	York	Manufacturer	1,700	www.york.com
17	Holy Spirit Health System	Camp Hill	Cumberland	Health Care	1,700	www.hsh.org
18	Hershey Entertainment & Resorts	Hershey	Dauphin	Amusement parks, golf resorts, hotels	1,700	www.hersheypa.com
19	Fulton Financial Corp.	Lancaster	Lancaster	Financial holding company	1,500	www.fult.com
20	Central Dauphin School District	Harrisburg	Dauphin	Education	1,487	www.cdsk.k12.pa.us
21	Electronic Data Systems (EDS)	Camp Hill	Cumberland	Electronic Components	1,400	www.eds.com
22	Armstrong Holdings Inc.	Lancaster	Lancaster	Floors, Ceilings, Cabinets	1,400	www.armstrong.com
23	Masonic Village at Elizabethtown	Elizabethtown	Cumberland	Social Service Agency	1,270	www.masonicvillagespa.org
24	Fry Communications, Inc.	Mechanicsburg	Cumberland	Commercial & Publication Printer	1,216	www.frycomm.com
25	SD of Lancaster	Lancaster	Lancaster	Public School District	1,179	www.lancaster.k12.pa.us
26	West Shore School District	New Cumberland	Cumberland	Education	1,115	www.wssd.k12.pa.us
27	Gannett Fleming, Inc.	Camp Hill	Cumberland	Consulting Engineers, GIS, computing	1,086	www.gannettfleming.com
28	Millersville University	Millersville	Lancaster	Public University	1,083	www.millersville.edu
29	Farmers Pride Inc. DBA Bell & Evans	Fredericksburg	Lebanon	Poultry Processing	1,050	www.bellandevans.com
30	P.H. Glatfelter Co. DBA Glatfelter	York	York	Specialty paper	1,000	www.glatfelter.com
31	Memorial Health Systems	York	York	Health Care	965	www.mhyork.org
32	Health America/ Health Insurance PA Inc.	Harrisburg	Dauphin	Health Insurance, etc.	925	www.healthamerica.cvt.com
33	Harrisburg School Districts	Harrisburg	Dauphin	Education	913	www.hgbsd.k12.pa.us
34	City of Harrisburg	Harrisburg	Dauphin	Government	886	www.harrisburgpa.gov
35	Conestoga Wood Specialties Corp.	East Earl	Lancaster	Wood components for kitchen/bathroom	880	www.conestogawood.com
36	Delta Dental of Pennsylvania	Mechanicsburg	Cumberland	Dental Benefits Program	870	www.midatlantiddeltadental.com
37	Rutter's Holdings Inc.	York	York	Real estate development	855	www.rutters.com
38	SKH Management Co. DBA Stauffers of Kissel	Lititz	Lancaster	Wholesale & retail sales	850	www.skh.com
39	Shippensburg University	Shippensburg	Cumberland	Higher Education	846	www.ship.edu
40	Dickinson College	Carlisle	Cumberland	Higher Education	835	www.dickinson.edu
41	Cumberland Valley School District	Mechanicsburg	Cumberland	Education	808	www.cvschools.org
42	Messiah College	Grantham	Cumberland	Higher Education	802	www.messiah.edu
43	Anvil International Inc.	Columbia	Lancaster	Ductile, malleable and cast-iron fittings	800	www.anvilintl.com
44	York College of Pennsylvania	York	York	Higher Education	766	www.ycp.edu
45	George M. Leader Family Corp.	Hershey	Dauphin	Long-term Senior Care Facilities	750	www.countrymeadows.com
46	Pennsylvania Commerce Bancorp	Camp Hill	Cumberland	Bank Holding Company	687	www.commercepc.com
47	Hanover Foods Corp.	Hanover	York	Food processor	600	www.hanoverfoods.com
48	Franklin & Marshall College	Lancaster	Lancaster	College	600	www.fandm.edu
49	Keen Transport Co.	Carlisle	Cumberland	Trucking Company	562	www.keentransport.com
50	Elizabethtown College	Elizabethtown	Cumberland	College	550	www.etown.edu

Source: Central Penn Business Journal, July 22, 2005

Note: Ranked by number of local full-time employees. Those companies that did not respond to the Business Journal's survey are not listed.

Tri-County Welcomes new Planner



Matthew C. Jones joined the Tri-County Regional Planning Commission staff on April 10, 2006. Matthew holds an M.A. degree in Urban and Environmental Policy and Planning from Tufts University. He is a 2002 graduate of Muhlenberg College. Matthew's preliminary

duties will be to assist the staff with subdivision and land development reviews and other general planning work. Eventually, Matthew will assume responsibility for much of the staff's planning project work that is environment-related. Matthew originally hails from Scranton. He is excited to have returned to Pennsylvania after having lived for the past four years near Boston, Massachusetts. Matthew enjoys hiking and the outdoors. He looks forward to meeting new people, learning new skills, and becoming even more familiar with the Tri-County region as he begins work with the Commission.

HPMS Update

by Tim Jones

George Hubley Jr. setting a classification count for vehicles on Route 39 in Dauphin County. This is just one of the many requirements mandated by PennDOT that Tri-County performs. Traffic counts data collected at sites are subjected to a series of checks before seasonal/daily factors are applied. After calibration, the data is stored in the PennDOT's Roadway Management System (RMS), this data is made available to all the MPO's and general public. One of the key features of the data is the Annual Average Daily Traffic (AADT) and Average Daily Truck Traffic (ADTT) which identifies the number of vehicles on a road and the number of trucks on the road on a typical day. PennDOT also makes this data available through their



ITMS (Internet Traffic Monitoring System) website at <http://www.dot7.state.pa.us/itms/default.asp>. The ITMS allows you to search traffic data for all state owned roadways along with locally owned Federal Aid roadways.

PUBLIC Continued from page 4

A lot has been going on with Public Transportation in the Harrisburg Area in the first few months of 2006. Below is a list of the various activities that have occurred in the last few months.

Commuter Services

- The Susquehanna Regional

Transportation Partnership has invited representatives from Adams County to join SRTP and they have indicated their interest in joining the program.

- With outreach campaigns to many of the regions employers, the carpool matchup database has had a significant increase in

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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. website: www.tcrpc-pa.org

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

WALKING *Continued from page 5*

vehicles, CAT has been purchasing new low-floor buses as replacements. These buses are much more accessible than the old buses in the system. If this practice continues as buses are replaced, eventually all buses will be accessible and therefore many handicapped persons will not be limited to only certain runs each day. Other transit providers in the region should also strive for the same goals. With my broken arms, I found it difficult to open doors, as they are often too heavy to pull open when arm strength is not there. As intermodal station building and remodeling progresses (such as the Harrisburg Transportation Center, the West Shore Transfer Center, the HIA Amtrak Station, and other stations built and upgraded in anticipation of CORRIDORone) access issues need to be addressed in building designs, along with ease of movement between modes

of transportation. A handicap-parking stall does no good if access to the building is restricted.

This is only a general overview of the multitude of issues disabled persons encounter everyday. More information is available from many organizations, including the Federal Transit Authorities guidelines on the American's with Disabilities Act. (http://www.fta.dot.gov/transit_data_info/ada/14524_ENG_HTML.htm). My disability was temporary, but without public transit, I would have been stuck at home for many weeks without being able to work and write this article up for the newsletter! This accident provided me the opportunity to "Walk a mile in someone else's shoes", if only for a brief time. This phrase was often repeated to me as a child and one that should be the cornerstone of all planning efforts.