

**ACTION PLAN
TRANSPORTATION INITIATIVE**

START DATE	STRATEGY	PRIORITY	POLICY PLAN REFERENCE		PAGE NUMBER	PRIMARY IMPLEMENTATION RESPONSIBILITY	COST STATEMENT	POTENTIAL FUNDING SOURCES	COMPLETION DATE
			STRATEGY INITIATION	BENCHMARK ACTIVITIES					
	Roadway Standards	High	Municipal Governing Bodies (may be brought forth by the intermunicipal task force or administrators roundtable)		Transportation Initiative - 1 to 3	Roadway Standards Task Force	Complete as part of land use ordinance updates (See the Multi-Municipal Land Use Regulatory Approach - Growth Management Initiative)	(See Multi-Municipal Land Use Regulatory Approach).	
				T-1: Appoint a Northern York Regional Roadway Standards Committee (Taskforce)					
				T-2: Adopt common set of roadway design standards					
				T-3: Adopt Roadway Function Classification Map - assume this adoption is complete with adoption of the Regional Comprehensive Plan					
	Access Management	High	Municipal Governing Bodies (may be brought forth by the intermunicipal task force or administrators roundtable)		Transportation Initiative - 3 to 5	Regional Municipal Planning Commission / Committee	Complete as part of land use ordinance updates (See the Multi-Municipal Land Use Regulatory Approach - Growth Management Initiative)	(See Multi-Municipal Land Use Regulatory Approach).	
				T-4: Reach consensus on common set of access management standards.					
				T-5: Legislate standards for specific existing segments and new roadways.					
	Roadway Network Maintenance / Improvement Program	Low	Municipal Governing Bodies (may be brought forth by the intermunicipal task force or administrative staffs)		Transportation Initiative - 5 to 7	Public Works or Road Master	Administrative costs would be part of administrative operations - funding for specific projects would be dependent on the type of project.	PENNDOT funding and partnership program (12-year program and special funds programming) would be available for major improvements to state links, liquid fuels funding, and developer contributions. YAMPO Transportation Enhancement Program.	
				T-6: Develop municipal annual highway maintenance and improvement programs					

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				T-7: Develop Northern York Regional Safety Program and adopt an Official Map					
	Alternative Transportation Development		Municipal Governing Bodies (may be brought forth by the intermunicipal task force or administrative staffs)		Transportation Initiative - 7 to 8		Costs for transportation center will be dependent on concept. If it is integrated into an interchange area, may be an associated cost with interchange development. The creation of transit friendly business environment should be explored as part of the Regional Business Development Program (see Economic Development Initiative). The integration of sidewalks and bicycle facilities would be part of the Multi-Municipal Land Use Regulatory Approach).	See the following related strategies - Route 15 Corridor Improvements Strategy, Regional Business Development Program, and Multi-Municipal Land Use Regulatory Approach. Funding for bicycle and pedestrian facilities may be available through the YAMPO Transportation Enhancement Program.	
		Low		T-8: Develop a transportation center.		PENNDOT / Transit Service Providers			
		Medium		T-9: Work with business community on transit-friendly business environment.		Transit Service Providers / Region's Business Owners			
		High		T-10: Provide sidewalks and bicycle facilities in urban growth area.		Region's Planning Commissions / Developers			
	Route 15 Corridor Improvements Strategy	High	Municipal Governing Bodies (may be brought forth by the intermunicipal task force or administrative staffs)		Transportation Initiative - 8 to 11	York County Metropolitan Planning Organization / PENNDOT / Developers	The corridor improvements project will be part of the PENNDOT 12-Year Program - Highway Development Process. Both state and federal funds will be utilized. The local level effort should concentrate in cooperation with PENNDOT on the development of the interfacing roadway segments to interchange areas. The expectation is the opportunities to achieve these local connections may advance quicker than the actual interchange project. Working with developers will be critical in order to implement these connections.	Major funding through the PENNDOT 12-Year Program, Other funding potential - PENNDOT Enhancement Program and partnerships with developers.	
				T-11: Seek support from the York County MPO to advance projects and recommendations of the Plan.					
				T-12: Seek support from developers to help advance the new corridor connections to the interchange area and utilize an official map.					