

HARRISBURG AREA TRANSPORTATION STUDY

PLANNING STAFF OFFICE: TRI-COUNTY REGIONAL PLANNING COMMISSION
320 MARKET ST., SUITE 301E, HARRISBURG, PA 17101-2015
(717) 234-2639
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HATS Technical Committee Meeting
Friday, December 6, 2024 - 9:00 A.M.

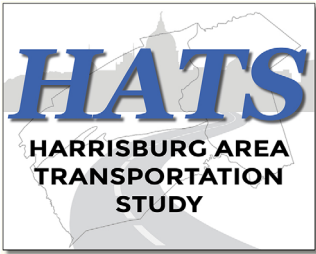
AGENDA

1. Welcome and Introductions
2. Presentations
 - a) Hummelstown Borough Active Transportation Plan (*info*)
 - b) Carlisle Pike Alternative Transportation Feasibility Study (*info*)
3. Meeting Minutes
 - a) Technical Committee – September 13, 2024 (*action*)
 - b) Coordinating Committee – September 27, 2024 (*info*)
4. TIP Modifications (FFY 2025-2028)
 - a) Administrative Modifications (*info*)
 - b) Amendments (*action*)
 - c) TYP Modifications (*info*)
5. Program and Plan Updates
 - a) Bike-Ped Update (*info*)
 - b) Operations and Safety (*info*)
 - c) PM-1 Safety Target Setting (*action*)
 - d) FY 2025-2027 Unified Planning Work Program (*action*)
 - e) HATS 2050 Regional Transportation Plan (*info*)
6. Project Development Process
 - a) Project Pipeline (*info*)
 - b) Projects in Development (*info*)
7. Status Report
 - PADOT
 - STATE TRANSPORTATION COMMISSION
 - FHWA
 - REGIONAL PARTNERS
(SRTA, SARAA, Norfolk-Southern, Amtrak, PMTA,
PA Turnpike, SRTP, DCED, DCNR)
8. Other Business
9. Adjourn

LEGISLATORS REPORTS

LOCAL REPORTS
City of Harrisburg
Other Municipalities
Counties

Next meeting: February 14, 2025



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ADDITIONAL INFORMATION ON SELECT AGENDA ITEMS

2) Presentations

a) Hummelstown Borough Active Transportation Plan

The Hummelstown Borough Active Transportation Plan was undertaken to create a vision for a safe, complete, and convenient transportation network that provides for users of all modes, ages, and abilities. The planning process first reviewed the existing conditions of the transportation network in the Borough, which revealed that while an extensive sidewalk network existed, it needed improvement, and little to no other active transportation infrastructure existed. Given these conditions, the Plan focused on an audit of the existing sidewalk network; specific proposed projects; guidance on potential sidewalk funding and implementation structures; and an overarching implementation roadmap to guide the Borough as it works to achieve its goals. Proposed projects were broken into infrastructure projects, which include sidewalk gap filling and condition improvements, the creation of bicycle routes, and the implementation of three larger improvements, for which conceptual designs were provided, and supporting actions, which include policy and regulatory updates, and education efforts needed to support the overall network. Adoption of the Plan is anticipated at the December 12, 2024 Borough Council meeting.

The full Hummelstown Borough Active Transportation Plan is [available here](#). An executive summary is included in the meeting packet, beginning on page 5.

b) Carlisle Pike Alternative Transportation Feasibility Study

The Carlisle Pike Corridor Active Transportation Study was adopted by the Silver Spring Township Board of Supervisors at their November 20, 2024 meeting. The study examines an approximately 1.1 mile section of the Pike, from Pennsylvania Route 114/Hogestown Road, east to Silver Spring Road, looking at potential improvements to bicycle and pedestrian safety and connectivity, including potential regional connections beyond the study corridor. Recommendations are provided, including a suggested phased implementation of improved multi-modal crossings and connections along the Corridor, as well as additional education, encouragement, and policy efforts needed to support these projects. Moving forward, the study will be used as a guide for potential improvements and funding applications to support implementation.

The full Carlisle Pike Active Transportation Study is [available here](#). An executive summary is included in the meeting packet, beginning on page 7.

4) TIP Modifications (FFY 2025-2028)

a) Administrative Modifications

Full details on the administrative modifications made to the 2025-2028 Highway/Bridge & Interstate TIPs are available beginning on page 33 of the meeting packet. The administrative modifications are also included on the [interactive TIP modifications web map application](#).

b) Amendments

Full details on the amendments proposed for the 2025-2028 Highway/Bridge are available on pages 50 & 53 of the meeting packet. The proposed amendments are also included on the [interactive TIP modifications web map application](#).

c) TYP Modifications

Full details on the administrative modifications made to the 2025-2036 Highway/Bridge TYP are available beginning on page 33 of the meeting packet. The administrative modifications are also included on the [interactive TIP modifications web map application](#).

5) Programs and Plan Updates

a) Bike-Ped Update

Through October, SusqueCycle year-to-date ridership is up approximately 46% from last year. New rack locations at Transit Park (10th St and Market St) and State Office Complex (North St and Commonwealth Ave) were added over the summer and the entire fleet of bicycles was replaced in May. The new fleet's GPS technology has virtually eliminated the theft/security issues SusqueCycle experienced in 2023. After consultation with Tandem Mobility, SusqueCycle's vendor, roughly half the fleet will remain available for use through the winter. This is in contrast to previous years, when the entire fleet was "hibernated" from December to April.

For more information on SusqueCycle, please contact [Karen Dixon](#) or visit [SusqueCycle.org](#).

b) Operations and Safety

The HATS Safety Action Plan was officially adopted at the September Coordinating Committee Meeting. The full plan is [available here](#). For a high-level executive summary of the plan with interactive mapping, the Safety Action Plan Story Map is [available here](#). Staff continues to work with Kittleson to develop a ranked priority list of corridors to prepare HATS for the next round of SS4A Implementation Funding. More information to come once the NOFO for the next round of funding is announced.

Staff has been working closely with Uber and SRTP to iron out the final details before pushing the program live. Once the program is live, staff will coordinate with advertising companies, local stakeholders, restaurants and bars to get the word out and promote the program. Keep an eye out on our social media platforms for the official announcement of Sober Ride Home going live!

The Regional (District 8) Congestion Management Process continues to move forward with the consultants currently working on the core workflow within an ArcGIS based tool that will better allow for selection and updating of the users CMP network. PennDOT provided mapping between INRIX and RMS segments to better allow them to pull data together from multiple sources. A design workshop is being planned for some time in January to discuss the interfaces options and provide a more in-depth update to the regional MPO's.

For more information or questions regarding ongoing safety work, the sober ride home program or congestion planning, please contact [Ben Warner](#).

c) PM-1 Safety Target Setting

HATS is required to annually adopt Performance Measure Targets related to safety. In the past, HATS has agreed to accept the statewide targets and program projects that contribute to the state meeting that target.

Included in the meeting packet is the PennDOT provided Performance Measure Target Setting form (pg. 56) and enclosure (pg. 59).

Formal action is being requested to recommend adoption of Performance Measure Targets for PM-1.

d) FY 2025-2027 Unified Planning Work Program

The FY 2025-2027 Unified Planning Work Program (UPWP) documents HATS' proposed regional transportation planning activities during the July 1, 2025 through June 30, 2027 timeframe. It is prepared and updated on a two year cycle, and describes major activities and resulting products, including who will perform the work, timeframe for completing the work, the proposed funding by activity, and a summary of the total amounts and sources of federal and matching funds. The draft UPWP represents a 6.4% increase in annual funding levels from the previous UPWP. It includes such tasks as the final adoption of the RTP (which is currently underway) and public participation plan, another TIP update cycle, updated performance targets, certification review, as well as coordination of implementation activities from recently completed plans (SS4A, ATP, CMP).

It should be noted that there is \$400,000 in supplemental planning funds available statewide in each year of the program. These are competitive funds awarded by PennDOT Central Office, usually in the Spring. HATS staff is requesting supplemental funding support for planning studies submitted for consideration through the RTP Implementation Grant Program, which is described in the draft UPWP. Others may be submitted for consideration through this UPWP process.

A draft of the UPWP was distributed to HATS committee members, regional stakeholders and planning partners in early August with a request for feedback by October 4. All comments received by October 4 have been incorporated into a final draft for formal review by FHWA/FTA in October. Final adoption by HATS is now being requested.

The final draft of the FY 2025-2027 Unified Planning Work Program is included in the meeting packet, beginning on page 60. For more information, please contact [Diane Myers-Krug](#).

Formal action is being requested to recommend adoption of the FY 2025-2027 Unified Planning Work Program.

e) HATS 2050 Regional Transportation Plan

Since the September HATS meetings, public outreach for the HATS 2050 Regional Transportation Plan has concluded. Between the online survey, which closed November 8, and public events HATS staff attended throughout the summer and fall, input was received from over 400 participants. This input will be prorated into the Project Pipeline scoring, the Transportation Needs identified in the Plan, and the issues/actions discussed in the Plan's focus areas.

A Steering Committee meeting was held November 21 to review the preliminary results of the outreach and the draft vision statement and goals for Plan. Materials related to the vision and goals are being provided to Steering Committee members for final review. An overview of the items discussed at the Steering Committee meeting will be provided at the Technical Committee meeting.

Plan development continues with chapters being drafted, which will be made available to Steering Committee members for comment once complete. The Freight Focus Group meeting is scheduled for December 18.

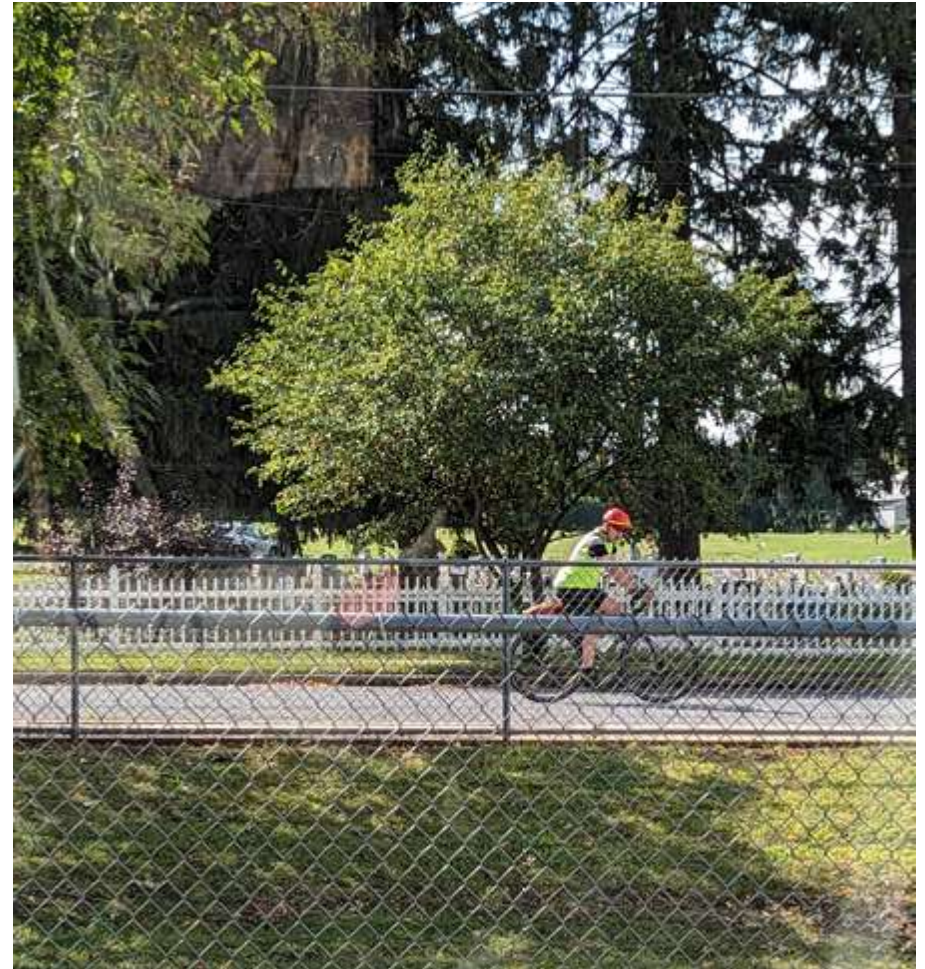
The November 21 Steering Committee meeting presentation is included in the meeting packet, beginning on page 97. For any questions or requests for more information, please contact [Andrew Bomberger](#).

EXECUTIVE SUMMARY

The Hummelstown Borough Active Transportation Plan creates a vision for safe and convenient transportation for all network users. The Plan focuses on active transportation modes, including walking, biking, and rolling, to create connections for users of all ages and abilities. Consideration is also given to connecting with existing regional transit. Overall, this Plan's purpose is to explore and document the existing conditions and needs of Hummelstown's active transportation network, and propose a path forward for creating a safer and more connected network for all users.

During the approximately seventeen-month planning process, input was gathered from the project Steering Committee, as well as from the public. The Steering Committee consisted of Borough Staff, elected officials, regional experts, and active residents. The public was able to provide comments through several means. An online survey and interactive map were created. In addition, the public could also provide comments during the Fireman's Carnival and a public open house. Finally, the draft plan was made available for public review prior to its adoption. The draft was also shared with neighboring municipalities, the County, and other relevant regional partners.

The initial investigation of infrastructure in the Borough revealed that while an extensive sidewalk network already exists, little to no other active transportation infrastructure is present. Additionally, the existing sidewalk network has frequent gaps in connectivity and significant condition issues that limit mobility and accessibility for non-motorized users in the community. A complete assessment of the sidewalk network's existing infrastructure and its condition was performed with the assistance of volunteers from the Steering Committee.



Bicyclist in Hummelstown Borough.

Based on this sidewalk assessment, and input from Borough Staff, the Steering Committee, and the public, the Plan proposes projects needed to create a complete and high-quality active transportation network. The projects are broken down by category. Infrastructure projects refer to the physical construction of new non-motorized facilities. These projects include gap filling projects, sidewalk condition improvements, the creation of bicycle routes, and opportunity areas, which are conceptual designs proposed for three specific areas of improvement. These infrastructure projects are summarized in a vision for the network as a whole. To help make these infrastructure projects a reality, additional intangible actions, like policy and regulatory updates, and education for residents are needed. These efforts are captured as supporting actions.

To make any project a reality, funding will be needed. In addition to proposing standard external grant and loan funding sources, the Plan also provides information about potential sidewalk improvement funding structures. Sidewalk repairs and replacement are the responsibility of the adjacent property owner, and the Borough understands that this creates a financial burden for residents. While it will still primarily be the responsibility of residents to ensure their sidewalks are maintained, this Plan proposes potential funding structures to help offset a portion of the cost.

The Active Transportation Plan is the start of a much longer journey. The final chapter of this Plan proposes a roadmap for implementation. This implementation plan outlines the ongoing steps the Borough Staff, elected officials, residents, and proposed Active Transportation Advisory Group will need to take to make this Plan a reality. The roadmap will guide them through the process of improving Hummelstown's active transportation network, and achieving the goals of this Plan.



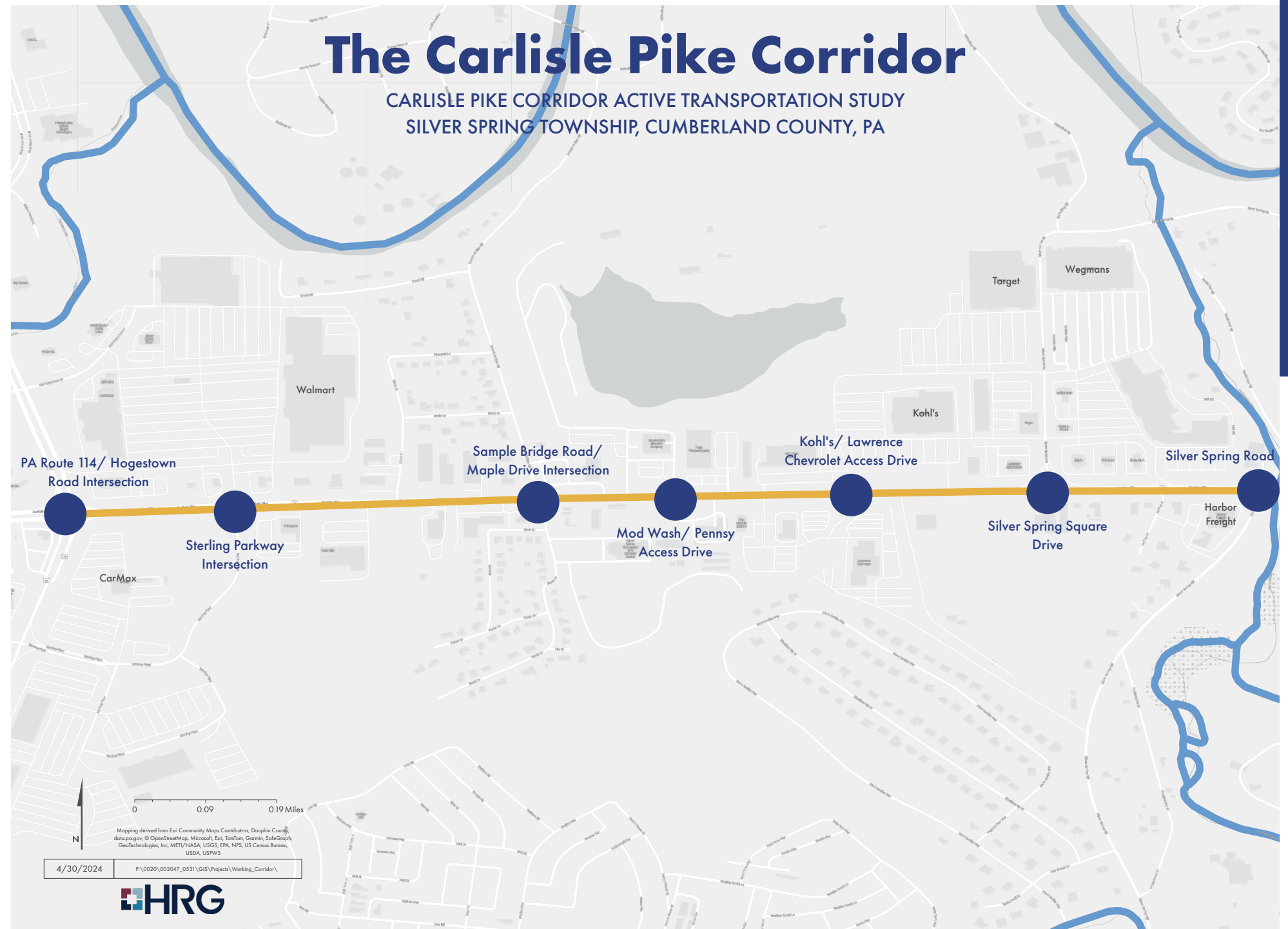
Existing non-motorized infrastructure at Quarry Rd. and Division St.

EXECUTIVE SUMMARY

The Carlisle Pike Corridor Active Transportation Study examines a 1.1 mile stretch of US Route 11 in Silver Spring Township, Pennsylvania. The Corridor runs from Pennsylvania Route 114/Hogestown Road, east to Silver Spring Road, and includes the seven intersections and connecting road segments shown to the right. Located just west of Harrisburg, this busy roadway serves as a critical connection in the region, and is surrounded by retail, commercial, and recreational land uses, which serve the surrounding residential areas. Given these characteristics, the Corridor is a hub of activity and growth in the Township. However, the existing nature of the roadway also makes it a significant connectivity barrier for users that walk, bike, or roll.

During the sixteen-month planning process, input was gathered from the project steering committee, as well as from the public. The steering committee consisted of a diverse group of industry professionals, elected officials, and Township residents who are active non-motorized transportation users. Residents were able to provide comments through an online survey and interactive map, as well as during two public outreach events.

Input from Township staff, the steering committee, and members of the public informed the existing conditions assessment, which incorporated additional data to establish a baseline for the Corridor's function. Variables like the physical character, demographics, existing transportation behavior, and existing infrastructure were documented. This information was used in a safety assessment, which considered the presence of dedicated non-motorized infrastructure, potential conflict points, speed limit, roadway characteristics, roadway volumes, and roadway crossings. Next, the Corridor was assessed based on its crossings and connections, in order to better understand opportunities to improve accessibility and mobility for non-motorized users.



Based on these assessments and the input received, a list of Proposed Projects was established to improve non-motorized safety, accessibility, and connectivity. These projects were broken down into three implementation stages. Each stage consists of discrete projects that build on each other to help create a safe network for all users, while encouraging non-motorized use in the area and creating demand for each additional set of improvements. The stages are summarized below:

- **Short-term (0 to 4 years):** Short-term improvements focus on improving safety, accessibility, and visibility of crossing at intersections along the Corridor through enhancements that include piano key crosswalks, ADA compliant curb ramps, intersection luminaires, and other intersection improvements. Sidewalk connections should also be initiated in this phase, but may be ongoing.
- **Mid-term (4 to 8 years):** Mid-term improvements focus on improving safety along the Corridor through continued advancement of the sidewalk connections, development of buffered on-street bike lanes, and the construction of a median to prevent mid-block crossings.
- **Long-term (8+ years):** Long-term improvements involve the construction of a tunnel or bridge to establish a grade-separated crossing for alternative transportation. Additional separated crossings to adjacent facilities may also be considered.

Additionally, the study also outlines Proposed Actions, which are additional work that is needed to support the implementation of the Proposed Projects. The Proposed Actions include education, enforcement, and encouragement efforts; improving overall township and regional non-motorized connectivity; enhancing transit access and facilities along the corridor; implementing and enforcing access management; adopting complete streets and Vision Zero policies; and establishing placemaking and design standards.

The Carlisle Pike Corridor is a critical resource for Silver Spring Township. However, it currently poses a threat and barrier to non-motorized users. Through the staged implementation of the Proposed Projects and Proposed Actions, the Corridor may become a community focal point for all users, and serve as a springboard for non-motorized improvements throughout the Township.

Disclaimer: Any conceptual renderings, sketches, or drawings that depict proposed improvements are meant to be conceptual, high-level designs. These are not drawn or sketched to scale and are not engineered. These conceptual ideas are meant to provide a picture of what some proposed improvements could look like and are subject to change upon implementation.



Rendering depicting proposed short and mid-term improvements for the Corridor. The addition of sidewalks, bikelanes, high-visibility crosswalks, and pedestrian signals can be seen. These improvements are proposed throughout the Corridor.

H A T S
Technical Committee Meeting
Meeting #329
September 13, 2024
9:00 AM
DRAFT

1. Welcome and Introductions

The September 13, 2024 HATS Technical Committee meeting began at 9:00 AM. Ms. Myers-Krug welcomed everyone to the meeting and stated the attendance list would be taken from the online registrations. She informed participants the meeting was being recorded and asked anyone making motions or objecting to motions to state their name before doing so.

2. Election of Officers

Ms. Myers-Krug stated that there is a vacancy for the Chairman of the HATS Technical Committee created by the retirement of TCRPC's Executive Director Steve Deck. Nominations for a new Chairman were asked of the committee members.

Mr. Stoner moved to nominate TCRPC's Executive Director Andrew Bomberger as Chairman of the HATS Technical Committee. Mr. Reisinger seconded the motion, and it was unanimously approved.

3. Presentation

a. HATS Regional Safety Action Plan

Ms. Martin presented information on the HATS Regional Safety Action Plan, which looks to enhance ongoing safety and equity work as a result of its engagement, collaboration, and project selection efforts. The plan provides an overview of the Safe System Approach and details on the existing conditions of our system, identified focus areas, and potential countermeasures for those focus areas.

Mr. Green asked how the plan will overlap with PennDOT's PM1 targets. Mr. Bomberger stated that the focus of PM1 is to reduce fatalities and serious injuries which is the main goal of the plan.

Mr. Bomberger asked for a motion to recommend adoption of the HATS Regional Safety Action Plan to the Coordinating Committee.

Mr. Owen moved to recommend adoption of the HATS Regional Safety Action Plan. Mr. Palmer seconded the motion, and it was unanimously approved.

b. Susquehanna Township Comprehensive Bicycle, Pedestrian, and Greenway Study

Mr. Breech presented information on the Susquehanna Township Comprehensive Bicycle, Pedestrian, and Greenway Study, which looks to serve as a guide for the expansion and creation of a Township-wide network of trail, sidewalks, bike lanes, and other facilities that are necessary for the safe expansion of non-motorized transportation. The Township looks to update their official map with the recommendations from this study to encourage the development of non-motorized connections.

Mr. Palmer asked if a connection from Vaughn Street to Route 39 of the Capital Area Greenbelt is considered as part of the study. Mr. Norford noted that this connection is a priority of the plan and is considered as part of their phase 1 goals.

4. Meeting Minutes

a. Technical Committee – June 14, 2024

Mr. Stoner moved to approve the June Technical Committee meeting minutes. Mr. Green seconded the motion, and it was unanimously approved.

b. Coordinating Committee – June 28, 2024

Mr. Bomberger noted the June Coordinating Committee minutes were included in the meeting packet for informational purposes.

c. Special Meeting – August 9, 2024

Mr. Bomberger noted the August Special Meeting minutes were included in the meeting packet for informational purposes and will be acted upon during the September Coordinating Committee meeting.

5. TIP Modifications (FFY 2023-2026)

a. Administrative Actions

Mr. Puher provided the following overview of the administrative modifications made to the FFY 2023-2026 Highway/Bridge TIP since the June HATS meetings:

- 53 total actions
 - 14 increased funding
 - 3 decreased funding
 - 6 adding/removing phases
 - 4 cashflow/changing funding source

- 26 reserve line items/deobligations

Highlights of the administrative modifications included the following:

- Brandt Avenue Pedestrian Improvements (MPMS 115792)
 - Increasing the CON phase of Brandt Ave Ped Imp in FFY 2024 for \$181,326 to the low bid amount.
 - This project consists of the installation of 23 ADA ramps along Brandt Avenue, repaving Brandt Avenue, installation of traffic control device at intersection of 7th Street and Brandt Avenue in New Cumberland Borough, Cumberland County.
 - This project was let on June 6, 2024.
- Spring Run Bridge (MPMS 100080)
 - Increasing the CON phase of Spring Run Bridge in FFY 2024 for \$89,070 to the low bid amount.
 - This project consists of a bridge replacement on PA 34 (Spring Run Road) over Tributary to Spring Run in Middlesex Township, Cumberland County.
 - This project was let on Aug 8, 2024.
- Sporting Hill Turn Lane (MPMS 114315)
 - Increasing the PE phase of Sporting Hill Turn Lane in FFY 2024 for \$1,148,043.
 - This is needed for a supplement to complete the second phase of PE, which is to progress the design of the scoped improvements and complete the necessary environmental studies to obtain NEPA Approval for the project.
 - This project consists of resurfacing, adding turn lanes, coordinated signal replacements at 4 intersections and updating bicycle and pedestrian accommodations on South Sporting Hill Road (SR 1013) from Trindle Road (PA 641) to Carlisle Pike (SR 1010), in Hampden Township Cumberland County.
 - This project has a current estimated let date of June 1, 2027.

b. Amendments

Mr. Puher proposed one new amendment to the FFY 2023-2026 Highway/Bridge TIP:

- Enola Road Pavement Preservation (MPMS 113461)
 - Action: Adding the CON phase of Enola Road Pavement Preservation in FFY 2025 for \$7,735,493 to the current estimate.

- This project was previously funded with 409 funds.
- The project will need to be funded with federal TIP funds due to the increased construction costs estimated through the PE phase and the 409 budget limits.
- Project Narrative: This project consists of a concrete patching with bituminous overlay and areas of reconstruction on SR 0011 (Enola Road) from SR 1004 (Valley Road) to SR 1039 (Belle Vista Drive) in East Pennsboro Township, Cumberland County.
- This project has a current estimated let date of June 5, 2025.
- This was approved on 9/11/2024 by our PMC (Program Management Committee) process in Central Office.
- This project was originally programmed on the 2021 TIP with federal funds. The project was removed from the 2023 TIP and funded with Maintenance A-409 funds. The project progressed through PE and the construction cost was estimated at more than what the A-409 program for Cumberland County was able to fund. After discussing with the Harrisburg MPO staff, The District made a decision to fund the construction phase with 2025 TIP funds to move forward with the construction phase.
- Funding will be utilized from the construction phase of Market St Bridge West (MPMS 93176) and the construction phase of Market St Bridge East (MPMS 93177). These project phases will be cash flowed to better align with the current estimated let date (12/3/2026). This will not impact the deliverability of these projects.

Mr. Green moved to recommend approval of the Highway/Bridge amendment.
Mr. Stoner seconded the motion and it was unanimously approved.

6. Program and Plan Updates

a. Bike-Ped Update

Mr. Bomberger shared that, through August, SusqueCycle year-to-date ridership is up approximately 50% from last year. The entire fleet of bicycles was replaced in May and rack locations at Transit Park (10th St and Market St) and State Office Complex (North St and Commonwealth Ave) were added over the summer. There are now a total of 11 stations and 60 bikes across the system. HATS staff continues working with partners in the region to increase awareness and evaluate opportunities for future expansion of the system. Development of the HATS Active Transportation Plan has been slower than expected, but work continues with updates to come at future meetings.

b. Operations and Safety

Mr. Warner stated that the regional Congestion Management Process is underway with HATS staff attending a CMP workshop in August. As development progresses more information will be shared at future meetings. The HATS Crash App has been updated with the new 2019-2023 PCIT crash data from PennDOT. TCRPc has received SS4A Demonstration grant funding for the Sober Ride Home program which will provide \$40 Uber vouchers during specific days and times in an effort to reduce DUI crashes.

c. FY 2025-2027 Unified Planning Work Program

Ms. Myers-Krug shared information on the FY 2025-2027 Unified Planning Work Program. It is prepared and updated on a two year cycle, and describes major activities and resulting products, including who will perform the work, timeframe for completing the work, the proposed funding by activity, and a summary of the total amounts and sources of federal and matching funds. It should be noted that there is \$400,000 in supplemental planning funds available statewide in each year of the program. These are competitive funds awarded by PennDOT Central Office, usually in the Spring. HATS staff is requesting supplemental funding support for planning studies submitted for consideration through the RTP Implementation Grant Program, which is described in the draft UPWP. It is asked that Comments on the draft UPWP be submitted to HATS staff by October 4th to be incorporated in a final draft for review by FHWA and FTA. Final adoption by HATS will be asked for at the December meetings.

d. RTP Implementation Grant Program

Mr. Bomberger stated that the Regional Transportation Plan Implementation Grant program has awarded funds to construction projects through its application rounds in 2020 and 2022 totaling around \$12 million. The 2020 round awarded 14 construction projects and the 2022 round awarded six construction projects and five studies. As discussed at previous meetings, many of those projects have been subject to cost increases, primarily due to inflation and the general rise in the cost of construction materials. After discussion with PennDOT District 8-0 and Larsen Design Group (the contracted project manager for Round 1 projects), HATS staff is recommending the RTP Implementation Grant Program be paused, the RTP Implementation Grant line item in FFY 2025 and 2026 (totaling \$6 million) be used to accommodate these cost increases and no application round for construction projects be made available this year, and to revisit this at the start of 2027 TIP development in late 2025.

Mr. Reisinger asked that municipal projects asking for federal funds to be mindful of the federal delivery process and that municipalities work with their consultants to accommodate the additional costs and time when developing estimates and scopes of work.

Mr. Bomberger noted that updates to the RTP Project Pipeline will be focused on project readiness and improving cost estimates in an effort to minimize these issues in the future.

Mr. Reisinger moved to recommend pausing the RTP Implementation Grant Program, use the RTP Implementation Grant line item for cost increases, and revisit discussion on the program in late 2025 at the start of 2027 TIP development. Mr. Stoner seconded the motion, and it was unanimously approved.

e. West Shore Gateway Trail Feasibility Study

Mr. Bomberger stated that HATS staff, in coordination with Cumberland County and Lemoyne Borough, is pursuing a Feasibility Study for the trails leading from the SRTA/CAT Intermodal Bridge to 10th Street and Lowther Street in Lemoyne Borough, consistent with MOU established between Lemoyne Borough and Norfolk Southern. In June, HATS Coordinating Committee authorized a letter of support to be submitted as part of an application for a South Mountain Partnership grant, which was subsequently received. Because of the time sensitive nature of the study and the current attention Norfolk Southern is paying to the subject, HATS staff and Cumberland County are requesting an amendment of the FFY 2023-2026 Highway/Bridge TIP so that \$100,000 of the FFY 2025 RTP Implementation Grant line item be made available for completion of the study, to be matched against the local funds already secured.

Mr. Stoner emphasized the cooperation between HATS, Cumberland County and Lemoyne Borough along with Norfolk Southern. The project is unique in its potential to be a major artery and catalyst for connecting western Cumberland County with the City of Harrisburg.

Mr. Green made the motion to recommend the approval of the amendment. Mr. Owen seconded the motion and it was unanimously approved.

f. Market Street Bridge

Mr. Reisinger shared information on the Market Street Bridge projects, which includes the west span from City Island to Lemoyne/Wormleysburg in eastern Cumberland County, and the historic east span from City Island to Front Street in the City of Harrisburg. PennDOT worked with several consultants to develop numerous alternatives varying widely in cost. PennDOT, working with those consultants and HATS narrowed down the list of alternatives to what is presented in the packet. Numerous complexities are present with these projects including the numerous utilities withing the bridges, maintaining bike and pedestrian traffic on the west span, a full detour of westbound vehicle traffic for the duration of construction, etc. PennDOT recommends the alternative for construction of a downstream utility bridge, to move utilities onto the utility bridge and then commence construction on the Market Street bridges. Consideration should be made to the future operation of the Walnut Street Bridge once Market Street bridge construction is complete.

Mr. Bomberger emphasized the complexities involved with the different alternatives. HATS Staff would like to see project grouping two from the PennDOT-prepared memo be the recommended alternative since it includes a full rehab of the CAT Intermodal Bridge, with the consideration that they will not be let as the same project but instead done as a commitment from PennDOT to work with HATS to move the rehab of the CAT Bridge forward. Mr. Reisinger agreed PennDOT would be an engaged partner in moving the CAT Bridge rehab project forward.

A motion was asked for to recommend project grouping two from the PennDOT-prepared memo to the coordinating Committee with the understanding that the CAT Bridge rehab will be a separately engineered and constructed project from the Market Street Bridge projects.

Mr. Stoner made the motion to recommend the selection of project grouping two with the CAT Bridge as a separate project. Mr. Green seconded the motion and it was unanimously approved.

g. HATS 2050 Regional Transportation Plan

Mr. Bomberger stated that HATS staff has begun the development of the HATS 2050 Regional Transportation Plan and public outreach is well underway. A public survey is available online and event attendance began in July. An initial Steering Committee meeting was held July 31 which introduced the structure and changes of the HATS 2050 RTP. A visioning exercise was also conducted, with a follow-up survey available for those that didn't attend the meeting, with the results being used

to establish the vision and goals of the plan. Outreach for the HATS 2050 RTP will continue through the fall and the next Steering Committee meeting will be held in late October/early November. Needs identified on the current Project Pipeline and ones that have been collected since the last update have been compiled and sent to municipalities to review and send in any additional needs. Adoption of the HATS 2050 RTP is anticipated for September 2025.

7. Project Development Process

a. Project Pipeline

Mr. Bomberger stated that all new transportation need submissions will be included in the RTP update.

b. Projects in Development

Mr. Puher gave an update for several projects, including the following:

- Clarks Ferry Bridge PM/Clarks Ferry Interim Repairs (MPMS 93178/119484)
 - MPMS 93178/MPMS 119484 – Anticipate submitting the design field view submission for the bridge repairs early September 2024, continuing to coordinate with Riverlands (MPMS 106554) project on items such as the Environmental Assessment, traffic control plan, next public meeting.
 - Project #119484 interim repairs is under construction.
 - The structure needed more repairs than anticipated and the original completion date of 8/30/2024 was not met due to the additional/in depth necessary repairs.
 - New target completion is around Thanksgiving 2024.
- Riverlands Safety Implementation (MPMS 106554)
 - Archeology Phase 1, 2 complete and report submitted to district for review, anticipate restarting the Environmental Assessment (EA) process sometime in September, advancing preliminary right of way plan, drainage design and traffic control.
 - Coordinating with Clark's Ferry (MPMS 93178).
 - Due to needing a programmatic agreement from the archeology findings and EA which takes a considerable amount of time to process, the Route 22/322 Clarks Ferry Improvement project (Riverlands and Clarks Ferry) is now expected be ready for let in 2028.
- Lemoyne Bottleneck Improvements (MPMS 114202)

- Design Review approved on 7/31/24 and Design Field View milestone planned for October/November 2024. These Plans will also concurrently be shared with (Norfolk Southern) NSRR (and PUC if applicable).
- Project may require an NPDES permit based on 1 acre of disturbance (TBD).
- Environmental Clearance is anticipated in October/November 2024.
- Current estimated let date is January 2026.
- PA 581 Resurfacing (MPMS 88314)
 - Project is at contract management with advertisement soon.
- Sporting Hill Turn Lanes (MPMS 114315)
 - The supplement for preliminary engineering of the preferred alternative is in process. The consultant will prepare an ASTA design schedule after the legal supplement is executed but our tentative target for Environmental Clearance is Sept 2026 with the let date probably in late 2027 or early 2028.
 - PP&L transmission obtained easements to move/upgrade their facilities along Sporting Hill Road as a part of their projects. The new poles will be located outside of the new widened roadway footprint. PP&L construction work has begun just S of PA 581 overpass, but they have encountered conflicting underground utilities and only one new pole has been installed so far.
 - Hampden Township has approval from the old township building property owner and Cumberland Valley School District to route a portion of the bike/ped trail from the Union Flats housing development south of Trindle Road to the Hampden Park and Pool property onto those properties from Sporting Hill Road. Bike/ped trail coordination with the Naval Support Activity will occur after execution of the supplement for preliminary engineering.
- Middletown Road Safety and Congestion Improvement (MPMS 116786)
 - Final corridor intent to enter letters mailed on 09-05-24.
 - Environmental/cultural resources field work and tasks will start shortly and continue through the remainder of 2024/early 2025.
- Phase II Streetscape Improvements – 3rd St (MPMS 119304)
 - The designer has developed the scope of work which was submitted for review and received approval. The municipality, Lemoyne Borough, was informed that we were good with the SOW. The Borough has issued NTP (notice to proceed) and work has started.
- Center and 21st Street Intersection (MPMS 114319)
 - KCI provided an estimate extending the sidewalk, requested by HATS. The cost estimate prepared for extending the sidewalk facilities is around

\$250,000. There is a gas line in the existing shoulder, but we are assuming no utility impacts. The existing right-of-way looks decently wide, but we'll need to figure out how we tie in with the park property.

- Preliminary Engineering will begin once we get confirmation to include the additional sidewalk.

8. Status Report

PennDOT

Mr. Reisinger stated that a project for resurfacing I-81 in the Carlisle area is in the design stages and planning to let in 2025.

FHWA

Mr. Porochniak shared that FHWA is currently working on finalizing its review of the STIP and working with FTA and EPA to move forward on approval to have it ready to take effect October 1st.

SRTA

Mr. Juba provided an update on SRTA's Transit Asset Management Performance Targets for FY 2025. This includes a drop in Rolling Stock from 23% to 7% and Equipment increased from 18% to 26%.

S RTP

Ms. Newcomer provided an update on their monthly ridership statistics. She also gave a brief overview of their current outreach programs.

9. Other Business

Mr. Bomberger shared information from an update from PennDOT on the I-83 Master Plan with minimal changes.

Mr. Iseman stated that the PA House Transportation Committee started doing hearings on additional public transportation funding. The Senate Transportation may conduct the same type of hearing in the future.

10. Adjournment

Mr. Reisinger moved to adjourn. Mr. Stoner seconded the motion and it was unanimously approved.

The meeting was adjourned at 11:25 am.

Next meeting is scheduled for December 6, 2024.

DRAFT

ATTENDANCE

Harrisburg Area Transportation Study Technical Committee Meeting September 13, 2024

Name	Affiliation
Technical Committee Officers	
Andrew Bomberger, AICP, Chairman	HATS Planning Staff
Diane Myers-Krug, AICP, Vice-Chair	HATS Planning Staff
Technical Committee Members	
John Owen	Cumberland County
Kirk Stoner	Cumberland County
Dan Robinson	Dauphin County
Joel Seiders	City of Harrisburg
Todd Webb	City of Harrisburg
Beth Nidam	SRTA
Ray Green	PennDOT Central Office
Richard Reisinger	PennDOT District 8-0
Other Attendees	
Ted Sheehe	PennDOT Central Office
Jeff Puher	PennDOT District 8-0
Heidi Mertz	PennDOT District 8-0
Maitrey Patel	PennDOT District 8-0
Tanner Stroup	HATS Planning Staff
Ben Warner	HATS Planning Staff
Gene Porochniak	FHWA
Steve Hoffman	Cumberland County
Ray Palmer	Cumberland County
David Juba	SRTA
Morgan Wagner	PA Senate staff
John Fulponi	PA Senate staff
Vanessa Buzey	PA House staff
Andrew Dudziak	PA House staff
Joshua Reynolds	PA House staff
Rachel Reznick	PA DCED
Kyle Snyder	PA DCED
Stacey Newcomer	SRTP
Ross Willard	Recycle Bicycle
Dan Long	HRG
Lauren Zumbrun	HRG
Amelia Martin	Kittelson & Associates, Inc
Justin Gochenauer	MBI
Jason Hursh	Larson Design Group
Jamie Keener	Buchart Horn
Thomas Leckrone	Gannett Fleming
Brian Kimmett	RTC
Jeff Iseman	PA SILC
William Peterson	Center for Community Building

Gale Gallo	Lemoyne Borough
Mack Breech	Susquehanna Township
Betsy Logan	Susquehanna Township
Dick Norford	Susquehanna Township

DRAFT

H A T S
Coordinating Committee Meeting
Meeting #270
September 27, 2024
9:00 AM
DRAFT

1. Welcome and Introductions

The September 27, 2024 HATS Coordinating Committee meeting began at 9:00 AM. Mr. Haste welcomed everyone to the meeting and stated the attendance list would be taken from the online registrations. He informed participants the meeting was being recorded and asked anyone making motions or objecting to motions to state their name before doing so.

2. Presentation

a. HATS Regional Safety Action Plan

Ms. Martin presented information on the HATS Regional Safety Action Plan, which looks to enhance ongoing safety and equity work as a result of its engagement, collaboration, and project selection efforts. The plan provides an overview of the Safe System Approach and details on the existing conditions of our system, identified focus areas, and potential countermeasures for those focus areas.

Mr. Haste asked what timeframe the data that was used in the plan was from as well as if the plan was going to be kept up to date. Mr. Bomberger stated that safety planning will be an ongoing effort. Ms. Martin shared that the crash data used for analysis was from 2018 – 2022 which was the most recent available at the start of plan development.

Commissioner Foschi moved to adopt the HATS Regional Safety Action Plan. Commissioner Hartwick seconded the motion and it was unanimously approved.

b. Susquehanna Township Comprehensive Bicycle, Pedestrian, and Greenway Study

Mr. Bomberger shared a brief overview of the Susquehanna Township Comprehensive Bicycle, Pedestrian, and Greenway Study. The study was funded through the RTP Implementation Grant program. A full presentation was given to the Technical Committee as a condition of their contract.

3. Meeting Minutes

a. Coordinating Committee – June 28, 2024

Commissioner Foschi moved to approve the June Coordinating Committee meeting minutes. Mr. Turner seconded the motion and it was unanimously approved.

b. Special Meeting – August 9, 2024

Commissioner Foschi moved to approve the August Special meeting minutes. Mr. Turner seconded the motion and it was unanimously approved.

c. Technical Committee – September 13, 2024

Mr. Haste noted the September Technical Committee minutes were included in the meeting packet for informational purposes.

4. TIP Modifications (FFY 2023-2026)

a. Administrative Actions

Mr. Puher provided the following overview of the administrative modifications made to the FFY 2023-2026 Highway/Bridge TIP since the June HATS meetings:

- 53 total actions
 - 14 increased funding
 - 3 decreased funding
 - 6 adding/removing phases
 - 4 cashflow/changing funding source
 - 26 reserve line items/deobligations

Highlights of the administrative modifications included the following:

- Brandt Avenue Pedestrian Improvements (MPMS 115792)
 - Increasing the CON phase of Brandt Ave Ped Imp in FFY 2024 for \$181,326 to the low bid amount.
 - This project consists of the installation of 23 ADA ramps along Brandt Avenue, repaving Brandt Avenue, installation of traffic control device at intersection of 7th Street and Brandt Avenue in New Cumberland Borough, Cumberland County.
 - This project was let on June 6, 2024.
- Spring Run Bridge (MPMS 100080)
 - Increasing the CON phase of Spring Run Bridge in FFY 2024 for \$89,070 to the low bid amount.

- This project consists of a bridge replacement on PA 34 (Spring Run Road) over Tributary to Spring Run in Middlesex Township, Cumberland County.
- This project was let on Aug 8, 2024.
- Sporting Hill Turn Lane (MPMS 114315)
 - Increasing the PE phase of Sporting Hill Turn Lane in FFY 2024 for \$1,148,043.
 - This is needed for a supplement to complete the second phase of PE, which is to progress the design of the scoped improvements and complete the necessary environmental studies to obtain NEPA Approval for the project.
 - This project consists of resurfacing, adding turn lanes, coordinated signal replacements at 4 intersections and updating bicycle and pedestrian accommodations on South Sporting Hill Road (SR 1013) from Trindle Road (PA 641) to Carlisle Pike (SR 1010), in Hampden Township Cumberland County.
 - This project has a current estimated let date of June 1, 2027.

b. Amendments

Mr. Puher proposed one new amendment to the FFY 2023-2026 Highway/Bridge TIP:

- Enola Road Pavement Preservation (MPMS 113461)
 - Action: Adding the CON phase of Enola Road Pavement Preservation in FFY 2025 for \$7,735,493 to the current estimate.
 - This project was previously funded with 409 funds.
 - The project will need to be funded with federal TIP funds due to the increased construction costs estimated through the PE phase and the 409 budget limits.
 - Project Narrative: This project consists of a concrete patching with bituminous overlay and areas of reconstruction on SR 0011 (Enola Road) from SR 1004 (Valley Road) to SR 1039 (Belle Vista Drive) in East Pennsboro Township, Cumberland County.
 - This project has a current estimated let date of June 5, 2025.
 - This was approved on 9/11/2024 by our PMC (Program Management Committee) process in Central Office.
 - This project was originally programmed on the 2021 TIP with federal funds. The project was removed from the 2023 TIP and funded with Maintenance A-409 funds. The project progressed through PE and the construction cost was estimated at more than what the A-409 program for Cumberland County was able to fund. After discussing with the

Harrisburg MPO staff, The District made a decision to fund the construction phase with 2025 TIP funds to move forward with the construction phase.

- Funding will be utilized from the construction phase of Market St Bridge West (MPMS 93176) and the construction phase of Market St Bridge East (MPMS 93177). These project phases will be cash flowed to better align with the current estimated let date (12/3/2026). This will not impact the deliverability of these projects.

Commissioner Hartwick moved to approve the Highway/Bridge amendment. Commissioner Foschi seconded the motion and it was unanimously approved.

Mr. Bomberger shared information on a second amendment to the FFY 2023-2026 Highway/Bridge TIP. HATS staff, in coordination with Cumberland County and Lemoyne Borough, is pursuing a Feasibility Study for the trails leading from the SRTA/CAT Intermodal Bridge to 10th Street and Lowther Street in Lemoyne Borough, consistent with MOU established between Lemoyne Borough and Norfolk Southern. In June, HATS Coordinating Committee authorized a letter of support to be submitted as part of an application for a South Mountain Partnership grant, which was subsequently received. Because of the time sensitive nature of the study and the current attention Norfolk Southern is paying to the subject, HATS staff and Cumberland County are requesting an amendment of the FFY 2023-2026 Highway/Bridge TIP so that \$100,000 of the FFY 2025 RTP Implementation Grant line item be made available for completion of the study, to be matched against the local funds already secured.

Commissioner Foschi moved to approve the Highway/Bridge amendment. Mr. Turner seconded the motion and it was unanimously approved.

5. Program and Plan Updates

a. Bike-Ped Update

Mr. Bomberger shared that, through August, SusqueCycle year-to-date ridership is up approximately 50% from last year. The entire fleet of bicycles was replaced in May and rack locations at Transit Park (10th St and Market St) and State Office Complex (North St and Commonwealth Ave) were added over the summer. There are now a total of 11 stations and 60 bikes across the system. HATS staff continues working with partners in the region to increase awareness and evaluate opportunities for future expansion of the system. Coordination with Hummelstown Borough, Penn State Health, and Tandem Mobility is ongoing to improve signage and awareness about the connectivity between the SusqueCycle and Penn State Health bike share

systems. Development of the HATS Active Transportation Plan has been slower than expected, but work continues with updates to come at future meetings.

b. Operations and Safety

Mr. Warner stated that the regional Congestion Management Process is underway with HATS staff attending a CMP workshop in August. As development progresses more information will be shared at future meetings. The HATS Crash App has been updated with the new 2019-2023 PCIT crash data from PennDOT. TCRPC has received SS4A Demonstration grant funding for the Sober Ride Home program which will provide \$40 Uber vouchers during specific days and times in an effort to reduce DUI crashes. Lower Paxton has been successful in receiving funding for their multi-municipal SS4A demonstration grant application.

c. FY 2025-2027 Unified Planning Work Program

Ms. Myers-Krug shared information on the FY 2025-2027 Unified Planning Work Program. It is prepared and updated on a two-year cycle, and describes major activities and resulting products, including who will perform the work, timeframe for completing the work, the proposed funding by activity, and a summary of the total amounts and sources of federal and matching funds. It should be noted that there is \$400,000 in supplemental planning funds available statewide in each year of the program. These are competitive funds awarded by PennDOT Central Office, usually in the Spring. HATS staff is requesting supplemental funding support for planning studies submitted for consideration through the RTP Implementation Grant Program, which is described in the draft UPWP. It is asked that Comments on the draft UPWP be submitted to HATS staff by October 4th to be incorporated in a final draft for review by FHWA and FTA. Final adoption by HATS will be asked for at the December meetings.

d. RTP Implementation Grant Program

Mr. Bomberger stated that the Regional Transportation Plan Implementation Grant program has awarded funds to construction projects through its application rounds in 2020 and 2022 totaling around \$12 million. The 2020 round awarded 14 construction projects and the 2022 round awarded six construction projects and five studies. As discussed at previous meetings, many of those projects have been subject to cost increases, primarily due to inflation and the general rise in the cost of construction materials. After discussion with PennDOT District 8-0 and Larsen Design Group (the contracted project manager for Round 1 projects), HATS staff is recommending the RTP Implementation Grant Program be paused, the RTP Implementation Grant

line item in FFY 2025 and 2026 (totaling \$6 million) be used to accommodate these cost increases and no application round for construction projects be made available this year, and to revisit this at the start of 2027 TIP development in late 2025.

Mr. Reisinger asked that municipal projects asking for federal funds to be mindful of the federal delivery process and that municipalities work with their consultants to accommodate the additional costs and time when developing estimates and scopes of work. PennDOT will work with municipal partners to assist in reviewing project estimates and scopes of work.

Commissioner Foschi moved to approve pausing the RTP Implementation Grant Program, use the RTP Implementation Grant line item for cost increases, and revisit discussion on the program in late 2025 at the start of 2027 TIP development. Ms. Nidam seconded the motion, and it was unanimously approved.

e. Market Street Bridge

Mr. Reisinger shared information on the Market Street Bridge projects, which includes the west span from City Island to Lemoyne/Wormleysburg in eastern Cumberland County, and the historic east span from City Island to Front Street in the City of Harrisburg. PennDOT worked with several consultants to develop numerous alternatives varying widely in cost. PennDOT, working with those consultants and HATS narrowed down the list of alternatives to what is presented in the packet. Numerous complexities are present with these projects including the numerous utilities withing the bridges, maintaining bike and pedestrian traffic on the west span, a full detour of westbound vehicle traffic for the duration of construction, etc. PennDOT recommends the alternative for construction of a downstream utility bridge, to move utilities onto the utility bridge and then commence construction on the Market Street bridges. Consideration should be made to the future operation of the Walnut Street Bridge once Market Street bridge construction is complete.

Mr. Bomberger emphasized the complexities involved with the different alternatives. HATS Staff would like to see project grouping two from the PennDOT-prepared memo be the recommended alternative since it includes a full rehab of the CAT Intermodal Bridge, with the consideration that they will not be let as the same project but instead done as a commitment from PennDOT to work with HATS to move the rehab of the CAT Bridge forward. Mr. Reisinger agreed PennDOT would be an engaged partner in moving the CAT Bridge rehab project forward.

The Technical Committee recommended project grouping two from the PennDOT-prepared memo to the coordinating Committee with the understanding that the CAT Bridge rehab will be a separately engineered and constructed project from the Market Street Bridge projects.

Commissioner Foschi made the motion to select project grouping two with the CAT Bridge as a separate project. Ms. Nidam seconded the motion and it was unanimously approved.

f. HATS 2050 Regional Transportation Plan

Mr. Bomberger stated that HATS staff has begun the development of the HATS 2050 Regional Transportation Plan and public outreach is well underway. A public survey is available online and event attendance began in July. An initial Steering Committee meeting was held July 31 which introduced the structure and changes of the HATS 2050 RTP. A visioning exercise was also conducted, with a follow-up survey available for those that didn't attend the meeting, with the results being used to establish the vision and goals of the plan. Outreach for the HATS 2050 RTP will continue through the fall and the next Steering Committee meeting will be held in late October/early November. Needs identified on the current Project Pipeline and ones that have been collected since the last update have been compiled and sent to municipalities to review and send in any additional needs. Adoption of the HATS 2050 RTP is anticipated for September 2025.

6. Project Development Process

a. Project Pipeline

Mr. Bomberger stated that all new transportation need submissions will be included in the RTP update.

b. Projects in Development

Mr. Mullins gave an update for several projects, including the following:

- US 322 & Chambers Hill Rd Intersection (MPMS 92945)
 - JDE's subcontractor, Herr Signal & Lighting Co., installed signal pole foundations and ITS poles at the Chambers Hill and SR 322 Intersection. Herr Signal continues to perform lighting and signal operations at this intersection.

- JDE continues to excavate and place subbase along the shoulder of SR 322 eastbound in Stage 2 widening areas.
- JDE began placing concrete pavement along the eastbound shoulder of SR 322 from Webner Road to the Chambers Hill intersection.
- Cameron Street Resurface (MPMS 113276)
 - JDE continues nighttime concrete patching operations on Cameron Street.
 - JDE continued inlet adjustment concurrently with concrete patching
 - JDE's subcontractor, Telco, Inc., began boring for underground conduit and install light foundations.
 - JDE began island reconstruction at the intersection of Cameron Street and Arsenal Blvd.
 - JDE's subcontractor, Kee-Ta Quay Construction, began installing mountable curb the week of September 9, 2024 at the Cameron Street and Arsenal Blvd.
- I-83 East Shore Section 3 (MPMS 97828)
 - The 29th Street bridge has been demolished over both the Norfolk Southern Railroad and I-83. Blasting operations for demolition of the I-83 span took place on August 24th.
 - Excavation for the 29th Street bridge Pier 1 and Abutment 2 is ongoing.
 - I-83 traffic remains in the stage 1 configuration with barrier in place along the existing NB RT shoulder. In addition, barrier is in place along the SB RT shoulder to facilitate the 29th Street bridge excavation efforts.
- Clarks Ferry Interim Repairs (MPMS 119484)
 - JVI remobilized on July 29, 2024 to begin pier jacketing.
 - Pier jacketing work is anticipated to continue into early December. A time extension will be processed for the additional work.
- Laudermilch Road Bridge (MPMS 47519)
 - Work is expected to be completed July 2025.
- Market Street Bridge – A (MPMS 90772)
 - Farhat anticipates implementing the 63-day detour on SR 0147 in mid-October 2024 to begin demolition of the existing masonry arch culvert and installation of the precast concrete arch culvert.
- Derry St Safety Improvements (MPMS 113390)
 - JVI completed ADA ramps and began inlet replacement operations
 - Paving has started in the area.
 - Under a separate contract, UGI is scheduled to replace a gas main on the west end of the project. On September 10, 2024, the Department and JVI held a meeting with UGI to coordinate milling and paving operations.

7. Status Report

PennDOT

Mr. Mullins noted that a barrier has been installed along US 322 in Reed Township Dauphin County. The barrier consists of raised curbing and delineators to separate EB and WB traffic. This is a temporary barrier until a permanent one is installed with the Riverlands Safety Improvement projects. A portion of SR 4004 in Saville Township, Perry County washed out during a localized flooding event on August 31st. The road is currently closed while PennDOT crews work to fix the roadway and culvert. It is expected to reopen in the coming weeks.

FHWA

Mr. Porochniak shared that FHWA is currently in the final stages of STIP approval. They are awaiting signatures from FTA.

S RTP

Ms. Newcomer provided an update on their monthly ridership statistics. She also gave a brief overview of their current outreach programs.

City of Harrisburg

Mr. Seiders noted that he and the City's grants director will be presenting at the next City Council workshop meeting and requesting formal acceptance of the SS4A grant awarded to them.

Perry County

Mr. Turner shared concerns from the public about the maintenance of the roundabout in Shermans Dale. Concerns focused on the lack of maintenance of the center of the roundabout causing safety concerns.

Mr. Reisinger stated the district will look into it, but noted that most roundabouts are maintained by the municipality per a maintenance agreement with PennDOT.

8. Other Business

Mr. Bomberger shared information from an update from PennDOT on the I-83 Master Plan with minimal changes.

Mr. Bomberger shared an update provided by Jeff Iseman from PA SILC to encourage attendance to a public hearing on "Optimizing PA's Multimodal Transportation System" on October 1, 2024.

9. Adjournment

Commissioner Foschi moved to adjourn. Mr. Turner seconded the motion and it was unanimously approved.

The meeting was adjourned at 10:47 am.

Next meeting is scheduled for December 20, 2024.

DRAFT

ATTENDANCE

Harrisburg Area Transportation Study Coordinating Committee Meeting September 27, 2024

Name	Affiliation
Coordinating Committee Officers	
Jeff Haste, Chairman	Dauphin County
Commissioner Brenda Watson, Vice-Chair	Perry County
Commissioner Jean Foschi, Secretary	Cumberland County
Coordinating Committee Members	
Commissioner George Hartwick	Dauphin County
Jim Turner	Perry County
Jeff Bergsten	Cumberland County
Joel Seiders	City of Harrisburg
Beth Nidam	SRTA
Nathan Walker	PennDOT Central Office
Kevin Keefe	PennDOT District 8-0
Other Attendees	
Diane Myers-Krug	HATS Planning Staff
Andrew Bomberger	HATS Planning Staff
Tanner Stroup	HATS Planning Staff
Ben Warner	HATS Planning Staff
Karen Dixon	HATS Planning Staff
Dan Robinson	Dauphin County
Ray Green	PennDOT Central Office
Ted Sheehe	PennDOT Central Office
Carey Mullins	PennDOT District 8-0
Jeff Puher	PennDOT District 8-0
Richard Reisinger	PennDOT District 8-0
Heidi Mertz	PennDOT District 8-0
Maitrey Patel	PennDOT District 8-0
Pharon Bertsch	PennDOT District 8-0
Kyle Snyder	PA DCED
Gene Porochniak	FHWA
Matthew Stoneroad	PA House staff
Stacey Newcomer	CommutePA/SRTP
Ross Willard	Recycle Bicycle
Dan Long	HRG
Amelia Martin	Kittelson & Associates, Inc
Justin Gochenauer	MBI
Jason Hursh	Larson Design Group
Brian Kimmett	Rock the Capital
Jim Buckheit	Bicycle South Central PA
William Peterson	Center for Community Building

FFY 2025-2028 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029-FFY2036			Remarks		
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.			
7	Paxton St over NS	117698	PE	Before	BRIP	185								500,000					610,000			Removing the PE phase of Paxton St over NS in FFY 2033 for \$610,000. This project is a duplicate of MPMS 117698 and is not needed as per District 8-0's Bridge Unit Asset Management Analysis. This project may consist of a bridge improvement on Paxton Street (SR 3009) over Norfolk Southern in the City of Harrisburg, Dauphin County. Removing the PE phase of Paxton St over NS in FFY 2027 for \$1,300,000. Remove Project Phase from TYP as per District 8-0's Bridge Unit Asset Management Analysis. No treatment needed at this time. This project may consist of a bridge improvement on Paxton St over Norfolk Southern RR in City of Harrisburg, Dauphin County.		
				Before		581									800,000									
	3009/023			Adjust	BRIP	185										-500,000					-610,000			
				Adjust		581										-800,000								
				After	BRIP	185																		
	Dauphin			After		581																		
8	Paxton St over NS	74520	CON	Before	STP														5,925,578			Removing the CON phase of Paxton St over NS in FFY 2033 for \$18,298,874. This project is a duplicate of MPMS 117698 and is not needed as per District 8-0's Bridge Unit Asset Management Analysis. This project may consist of a bridge improvement on Paxton Street (SR 3009) over Norfolk Southern in the City of Harrisburg, Dauphin County.		
				Before	STU															12,373,296				
	3009/000			Adjust	STP																-5,925,578			
				Adjust	STU																-12,373,296			
				After																				
	Dauphin			After																				
9	Paxton St over NS	117698	FD	Before	NHPP														650,000			Removing the FD phase of Paxton St over NS in FFY 2033 for \$650,000. Remove Project Phase from TYP as per District 8-0's Bridge Unit Asset Management Analysis. No treatment needed at this time. This project may consist of a bridge improvement on Paxton St over Norfolk Southern RR in City of Harrisburg, Dauphin County.		
	3009/023			Adjust	NHPP															-650,000				
	Dauphin			After																				
10	STU Reserve Line Item	88068	CON	Before	STU														5,847,021			This is as reserve line item.		
				Adjust	STU															12,373,296				
	Dauphin			After	STU															18,220,317				

FFY 2025-2028 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029-FFY2036			Remarks	
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.		
27	Dauphin County Bridge Bundle	120271	PE	Before																		Adding the PE phase of Dauphin County Bridge Bundle in FFY 2025 for \$700,000 to the current estimate. This project consists of three local bridge replacements in Dauphin County: The bridges are: Crums Mill Road over Paxton Creek in Lower Paxton Township Meadow Lane over Manada Creek in East Hanover Township Walnut St over Jonestown Road in the City Of Harrisburg	
	7208/0			Adjust	BOF	183	560,000	105,000	35,000														
	Dauphin			After	BOF	183	560,000	105,000	35,000														
28	Dauphin County Bridge Bundle	120271	FD	Before	BOF	183	560,000	105,000	35,000													Cashflowing the FD phase of Dauphin County Bridge Bundle from FFY 2025 to FFY 2027 for \$700,000 to better align with the current schedule. This project consists of three local bridge replacements in Dauphin County: The bridges are: Crums Mill Road over Paxton Creek in Lower Paxton Township Meadow Lane over Manada Creek in East Hanover Township Walnut St over Jonestown Road in the City Of Harrisburg	
	7208/0			Adjust	BOF	183	-560,000	-105,000	-35,000				560,000	105,000	35,000								
	Dauphin			After	BOF	183								560,000	105,000	35,000							
29	Dauphin County Bridge Bundle	120271	UTL	Before	BOF	183	120,000	22,500	7,500													Cashflowing the UTL phase of Dauphin County Bridge Bundle from FFY 2025 to FFY 2027 for \$150,000 to better align with the current schedule. This project consists of three local bridge replacements in Dauphin County: The bridges are: Crums Mill Road over Paxton Creek in Lower Paxton Township Meadow Lane over Manada Creek in East Hanover Township Walnut St over Jonestown Road in the City Of Harrisburg	
	7208/0			Adjust	BOF	183	-120,000	-22,500	-7,500				120,000	22,500	7,500								
	Dauphin			After	BOF	183								120,000	22,500	7,500							
30	Dauphin County Bridge Bundle	120271	ROW	Before	BOF	183	60,000	11,250	3,750													Cashflowing the ROW phase of Dauphin County Bridge Bundle from FFY 2025 to FFY 2027 for \$75,000 to better align with the current schedule. This project consists of three local bridge replacements in Dauphin County: The bridges are: Crums Mill Road over Paxton Creek in Lower Paxton Township Meadow Lane over Manada Creek in East Hanover Township Walnut St over Jonestown Road in the City Of Harrisburg	
	7208/0			Adjust	BOF	183	-60,000	-11,250	-3,750				60,000	11,250	3,750								
	Dauphin			After	BOF	183								60,000	11,250	3,750							

FFY 2025-2028 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029-FFY2036			Remarks			
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.		
53	SR 34 Bridge over Juniata River Repairs 34/073 Perry	121179	CON	Before		185		54,729														Increasing the CON phase of SR 34 Bridge over Juniata River Repairs in FFY 2025 for \$123,504 to the low bid amount. This project consists of a bridge preservation on SR 34 bridge over the Juniata River in Newport Borough & Howe Township, Perry County. This project was let on Nov. 7, 2024.		
				Adjust		185		123,504																
				After		185				178,233														
54	Elizabethtown Rd over Trib to Conewago Ck 743/038 Dauphin	90328	PE	Before																		Increasing the PE phase of Elizabethtown Rd over Trib to Conewago Ck in FFY 2025 for \$58,000. This increase is to add H&H report and stream survey. This project consists of a bridge preservation of the existing concrete arch culvert carrying SR 743 (Elizabethtown Road) over tributary to Conewago Creek in Conewago Township, Dauphin County. This project has a current estimated let date of Dec. 10, 2026.		
				Adjust		185		58,000																
				After		185				58,000														
55	Bridge Reserve Line Item Dauphin	84324	CON	Before	BOF	185	1,141,490	144,360		1,896,459	436,710		48,248	410,515		1,506,196	382,411					This is a reserve line item.		
				Before	BRIP			1,724,560			633,412													
				Adjust	BOF	185			668,459			585,727												
				Adjust	BRIP																			
				After	BOF	185	1,141,490	812,819		1,896,459	1,022,437		48,248	410,515		1,506,196	382,411							
				After	BRIP			1,724,560			633,412													
Program Summary - Net Changes				Before FFY Totals			34,703,990	38,948,498	93,125	114,290,750	35,249,148	131,778	1,881,794	18,957,144	195,766	7,653,642	2,235,055	97,236	184,765,688	35,086,533	0	39,239		
				Adjustments			0	0	-18,500	0	0	-118,528	0	0	-101,546	0	0	-74,137		0	351,950			
				After FFY Totals			34,703,990	38,948,498	74,625	114,290,750	35,249,148	13,250	1,881,794	18,957,144	94,220	7,653,642	2,235,055	23,099	184,765,688	35,086,533	351,950			

FFY 2025-2028 TIP MODIFICATIONS FORM

HATS																			Informed Coordinating Committee: 12/20/2024			Informed Technical Committee: 12/6/2024		
Amendment - Highway					Funds		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029 & >	Remarks				
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.						
1	Market St Bridge West 3012/026 Dauphin	93176	FD	Before																Adding the FD phase of Market St Bridge West in FFY 2025/2026 for \$2,904,000 to the current estimate. This project consists of a bridge rehabilitation on SR 3012 (Market Street) West Span Bridge over the Susquehanna River in the City of Harrisburg, Dauphin County. This project has a current estimated let date of Dec. 3, 2026.				
				Before																				
				Adjust	BRIP		855,678																	
				Adjust	NHPP		706,699			1,341,623														
				After	BRIP		855,678																	
				After	NHPP		706,699			1,341,623														
2	Market St Bridge East 3012/029 Dauphin	93177	FD	Before																Adding the FD phase of Market St Bridge East in FFY 2025/2026 for \$3,700,000 to the current estimate. This project consists of a bridge rehabilitation on SR 3012 (Market Street) East Bridge over the Susquehanna River in the City of Harrisburg, Dauphin County. This project has a current estimated let date of Dec. 3, 2026.				
				Before																				
				Adjust	BRIP		855,679																	
				Adjust	NHPP		706,700			2,137,621														
				After	BRIP		855,679																	
				After	NHPP		706,700			2,137,621														
3	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581	1,413,399				13,187,578					1,625,493				This is as reserve line item.				
				Before	STP																			
				Adjust	NHPP	581	-1,413,399																	
				Adjust	STP																			
				After	NHPP	581																		
				After	STP																			
4	Bridge Reserve Line Item Dauphin	84324	CON	Before	BOF	185	1,141,490	144,360			1,896,459	436,710		48,248	410,515		1,506,196	382,411		This is as reserve line item.				
				Before	BRIP		1,724,560																	
				Adjust	BOF	185																		
				Adjust	BRIP		-1,711,357																	
				After	BOF	185	1,141,490	144,360			1,896,459	436,710		48,248	410,515		1,506,196	382,411						
				After	BRIP		13,203																	
				Before FFY Totals		4,279,449	144,360	0	18,379,586	436,710	0	48,248	2,036,008	0	1,506,196	382,411	0	0						
Program Summary - Net Changes				Adjustments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
				After FFY Totals		4,279,449	144,360	0	18,379,586	436,710	0	48,248	2,036,008	0	1,506,196	382,411	0	0						

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Modification (MA ID:137161) District 8-0 Interstate TIP				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks		
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth			
Interstate Contingency / Central Office	75891	CON	Before		185		2,677,912			13,693,000			10,625,830			5,049,024		Interstate Contingency LI used to maintain fiscal constraint.		
			Before		581		7,334,876			16,585,435			3,428,558			15,626,836				
			Adjust		185															
			Adjust		581		(2,500,000)				(5,000,000)									
			After		185		2,677,912				13,693,000				10,625,830				5,049,024	
			After		581		4,834,876				11,585,435				3,428,558				15,626,836	
I-83 South Bridge AMTRAK Early Action 83/OCS Interstate/Dauphin	121921	CON	Before		581													Adding Con phase. PMC item submitted to CO. Received ISC approval 10/2/2024.		
			Adjust		581		2,500,000			5,000,000										
			After		581		2,500,000			5,000,000										
Before Totals						\$0	\$10,012,788	\$0	\$0	\$30,278,435	\$0	\$0	\$14,054,388	\$0	\$0	\$20,675,860	\$0	Actions do not affect air quality conformity.		
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
After Totals						\$0	\$10,012,788	\$0	\$0	\$30,278,435	\$0	\$0	\$14,054,388	\$0	\$0	\$20,675,860	\$0			

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 137374) District 8-0 Interstate TIP				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate DMS and CCTV TSMO 81/100 Dauphin	117968	CON	Before	NHPP		1,829,700												Reduce to AC Amount.
			Adjust	NHPP		(766,548)												
			After	NHPP		1,063,152												
ITS Maintenance Contract 24-27 / Dauphin	119485	CON	Before	NHPP		250,000												Reduce to AC Amount.
			Adjust	NHPP		(215,000)												
			After	NHPP		35,000												
Interstate ITS Reserve / Central Office	114586	CON	Before	NHPP		4,107,614			4,000,000			4,000,000			4,000,000			Funds returned to Interstate ITS Reserve to maintain fiscal constraint.
			Adjust	NHPP		981,548												
			After	NHPP		5,089,162			4,000,000			4,000,000			4,000,000			
Before Totals						\$6,187,314	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$6,187,314	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000	\$0	\$0	

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FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Amendment (MA ID: 137194) STWD - HATS				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
TAP Reserve / Central Office	60560	CON	Before	TAP		116,811			13,306,678			19,764,382			30,604,000			Funding source
			Adjust	TAP									(2,817,767)					
			After	TAP		116,811			13,306,678				16,946,615			30,604,000		
Carlisle Route 74 School Zone Shared-Use Path 74/TAP Cumberland	121521	CON	Before	TAP														Add selected project to TIP
			Adjust	TAP									633,000					
			After	TAP									633,000					
Harrisburg City East-West Connection-Walnut Street / Dauphin	121524	CON	Before	TAP														Add selected project to TIP
			Adjust	TAP									1,000,000					
			After	TAP									1,000,000					
Prince St. Pedestrian Mobility Improvements /TAP Dauphin	121540	CON	Before	TAP														Add selected project to TIP
			Adjust	TAP									1,184,767					
			After	TAP									1,184,767					
Before Totals						\$116,811	\$0	\$0	\$13,306,678	\$0	\$0	\$19,764,382	\$0	\$0	\$30,604,000	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$116,811	\$0	\$0	\$13,306,678	\$0	\$0	\$19,764,382	\$0	\$0	\$30,604,000	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 137226) Harrisburg & Statewide TIPs				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
TAP Oversight & Mngmt / Central Office	104412	PE	Before	STP		2,000,000			2,000,000			2,000,000			2,000,000			Statewide TAP Oversight & Mngmt LI utilized as source of funds to maintain fiscal constraint.	
			Before	TAP		1,500,000			1,500,000										
			Adjust	STP		(1,800,000)			(1,800,000)				(900,000)						
			Adjust	TAP															
			After	STP		200,000			200,000				1,100,000			2,000,000			
			After	TAP		1,500,000			1,500,000										
Cumberland Valley Culvert 11/0 Cumberland	121635	CON	Before	SRTSF														Add phase. LSS approved 10/11/2024.	
			Adjust	SRTSF		1,800,000			1,800,000			900,000							
			After	SRTSF		1,800,000			1,800,000			900,000							
Before Totals						\$3,500,000	\$0	\$0	\$3,500,000	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$3,500,000	\$0	\$0	\$3,500,000	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 137376) Statewide & Interstate TIPs				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
NHPP Reserve / Central Office	102466	CON	Before	sNHPP		16,928,682			156,458			451,628			55,000			NHPP utilized as source of funds to maintain fiscal constraint.
			Adjust	sNHPP		(958,580)												
			After	sNHPP		15,970,102			156,458				451,628			55,000		
I-83 East Shore Section 3 83/079 Dauphin	97828	CON - TOLL	Before															Add phase for AC conversion.
			Adjust	sNHPP		958,580												
			After	sNHPP		958,580												
Before Totals						\$16,928,682	\$0	\$0	\$156,458	\$0	\$0	\$451,628	\$0	\$0	\$55,000	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$16,928,682	\$0	\$0	\$156,458	\$0	\$0	\$451,628	\$0	\$0	\$55,000	\$0	\$0	

NOTES



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

October 22, 2024

Dear Planning Partners:

Pursuant to the Code of Federal Regulations (23 CFR § 490) regarding National Performance Management Measures for the Highway Safety Improvement Program (HSIP), Pennsylvania has established the 2025 targets for the following Safety Performance Measures:

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million Vehicle Miles Travelled (VMT)
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million VMT
- 5) Number of non-motorized fatalities and serious injuries

The Pennsylvania Department of Transportation (PennDOT) is required to establish these targets by August 31st each year. The 2025 targets found in Table 1 of the enclosure are based on a data driven trend analysis of the statewide fatality and suspected serious injury numbers (2 percent annual fatality reduction and maintaining level suspected serious injuries).

Metropolitan Planning Organization (MPOs) are required to establish targets within 180 days of PennDOT establishing its targets (by February 27, 2025) either by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets. For consistency, PennDOT is requesting Rural Planning Organizations (RPOs) follow the same procedure. Table 2 of the enclosure reflects values for your MPO/RPO based on the same methodology that was used at the state level.

The MPOs that establish quantifiable fatality rate or serious injury rate targets shall report the VMT estimate used for such targets and the methodology used to develop the estimate. The methodology should be consistent with other Federal reporting requirements, if applicable. MPOs/RPOs wishing to establish their own quantifiable targets are requested to coordinate with PennDOT as early as possible, but no later than December 31, 2024.

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. For Pennsylvania's 2023 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2025.

Based on preliminary data, we do not expect Pennsylvania to meet our 2023 targets and anticipate will be subject to the provisions of 23 United States Code § 148 (i). This will require the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. This plan will be due June 30, 2025. In addition, we will be required to obligate in Federal Fiscal Year (FFY) 2026 an amount equal to the FFY 2022 HSIP apportionment (\$125,848,562).

For more information, please visit the FHWA Safety Performance Management website at <https://safety.fhwa.dot.gov/hsip/spm/>.

Your response is requested before February 27, 2025.

Please complete the following:

Planning Organization Name

Select one of the following options for establishing Safety Performance Measures:

- The MPO/RPO agrees to plan and program projects so that they contribute toward the accomplishment of the established PennDOT targets. The MPO/RPO will have the option to establish quantifiable targets of their own each year when new PennDOT targets are established. Table 2 of the enclosure reflects corresponding MPO/RPO values.

- The MPO/RPO has established quantifiable targets for each performance measure for our planning area. The targets and methodology used to develop them are enclosed with this letter. This option will require PennDOT coordination with the Federal Highway Administration to ensure that the targets established are not just aspirational but achievable based on the projects that are programmed on the MPO/RPO's Transportation Improvement Program. If choosing this option please notify the Center for Program Development and Management (CPDM) by December 31, 2024.

Concurrence: _____
Authorized MPO/RPO Representative Date

Planning Partners

Page 3

October 22, 2024

Should you have any questions, please contact Matthew Crea, Transportation Planning Manager, Center for Program Development and Management, at 717.787.2862 or mcrea@pa.gov.

Sincerely,



Kristin Mulkerin
Deputy Secretary for Planning

Sincerely,



Christine Norris, P.E.
Deputy Secretary for Highway
Administration

Enclosure

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET	ACTUAL	BASELINE
	2021-2025	2021-2025	2019-2023
Number of Fatalities	1,192.8		1161.2
Fatality Rate	1.186		1.183
Number of Serious Injuries	4,832.6		4738.6
Serious Injury Rate	4.806		4.828
Number of Non-motorized Fatalities and Serious Injuries	916.8		833.4

* Future VMT estimated to hold level over next few years

Table 2: HATS MPO Supporting Values:

Performance Measure	5-year Rolling Averages		
	TARGET	ACTUAL	BASELINE
	2021-2025	2021-2025	2019-2023
Number of Fatalities	62.4		53.4
Fatality Rate	1.060		0.910
Number of Serious Injuries	235.6		232.2
Serious Injury Rate	4.002		3.957
Number of Non-motorized Fatalities and Serious Injuries	41.3		37.4

* Future VMT estimated to hold level over next few years

FINAL DRAFT

for approval

UNIFIED PLANNING WORK PROGRAM (UPWP)

FY 2025 - 2027

July 1, 2025 – June 30, 2027

HARRISBURG AREA TRANSPORTATION STUDY
(HATS)

Technical Committee
Recommendation:
December 6, 2024

Coordinating Committee
Approval:
December 20, 2024

Harrisburg Area Transportation Study
Work Program – FY 2025-2027

Tri-County Regional Planning Commission (TCRPC) does not discriminate on the grounds of race, color, or national origin in its programs or activities. Furthermore, TCRPC will not, directly or through contractual arrangements:

- Engage in intentional discrimination because of race, color, or national origin;
- Use criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin; or,
- Intimidate, threaten, coerce, or discriminate against any individual in retaliation for exercising a right or privilege.

In addition to the aforementioned covered Title VI basis, TCRPC does not discriminate against individuals on the basis of disability in its services, programs or activities.

All complaints that allege exclusion from participation in, denial of benefits or discrimination on the grounds of race, color, or national origin from a program, service or activity administered by TCRPC shall be forwarded to the TCRPC Title VI Coordinator for intake and disposition consistent with the appropriate operating administration's complaint resolution process. Members of the public may file Title VI Complaints via email to planning@tcrpc-pa.org or via mail at:

Tri-County Regional Planning Commission
320 Market Street, Suite 301E
Harrisburg, PA 17101

Requests for accommodations on the basis of disability or complaints that a program, service, or activity of TCRPC or one of its member municipalities is not accessible to persons with disabilities should be directed to:

Executive Director
Tri-County Regional Planning Commission
320 Market Street, Suite 301E
Harrisburg, PA 17101
(717) 234-2639
planning@tcrpc-pa.org

TCRPC will not place a surcharge on an individual with a disability to cover the costs of providing auxiliary aids/services or reasonable modifications of policy. Contact the Executive Director at the office location listed above.

Alternatively, complaints may be submitted to FHWA, FTA, PennDOT, the United States Department of Transportation (USDOT), and the United States Department of Justice (USDOJ).

Equal Opportunity ADA Coordinator/
Title VI Specialist
400 North Street, 5th Floor
Harrisburg, PA 17120-0094
Phone: 717-934-4199; 800-468-4201
Fax: 717-772-4026
Email: jbartash@pa.gov; beodot@pa.gov

Highway Administration ADA Coordinator
400 North Street, 7th Floor
Harrisburg, PA 17120-0094
Phone: 717-787-1338
Fax: 717-705-2379
E-mail: rvankirk@pa.gov

Harrisburg Area Transportation Study
Work Program – FY 2025-2027

English

ATTENTION: If you speak another language other than English, language assistance services can be made available to you. Call 1 (717) 412-5300.

Vietnamese

LƯU Ý: Nếu quý vị nói một ngôn ngữ khác không phải tiếng Anh, các dịch vụ hỗ trợ ngôn ngữ có thể được cung cấp cho quý vị. Gọi 1 (717) 412-5300.

Korean

주의: 영어 이외의 다른 언어를 사용하는 경우, 언어 지원 서비스를 이용할 수 있습니다. 1 (717) 412-5300으로 전화하십시오.

French

« ATTENTION : Si vous parlez une autre langue que l'anglais, des services d'assistance linguistique peuvent être mis à votre disposition. Appelez le 1 (717) 412-5300. »

Somali

FIIRO GAAR AH: Haddii aad ku hadasho luqad kale aanan ahayn Ingiriisiga, adeegyada gargaarka luqadda ayaa lagu diyaarin karaa. Wac 1 (717) 412-5300.

Russian

ВНИМАНИЕ: если вы говорите на другом языке, вам может быть оказана языковая помощь. Обратитесь в информационно-справочную службу по номеру: 1 (717) 412-5300.

Ukrainian

УВАГА: якщо ви розмовляєте іншою мовою, вам може бути надана мовна допомога. Зверніться до інформаційно-довідкової служби за номером: 1 (717) 412-5300.

Simplified Chinese

請注意：如果您說英語以外的另一種語言，我們可以為您提供語言幫助服務。請致電1 (717) 412-5300。

Traditional Chinese

請注意：如果您說英語以外的另一種語言，我們可以為您提供語言幫助服務。請致電1 (717) 412-5300。

Arabic

تنبيه: إذا كنت تتحدث لغة أخرى غير اللغة الإنجليزية، يمكننا توفير خدمات المساعدة اللغوية لك. اتصل بالرقم 412 5300. 1 (717)

Burmese

သတိပြုရန်- သင်သည် အင်္ဂလိပ် ဘာသာစကား မဟုတ်သော အခြား ဘာသာစကားကို ပြောလျှင် သင့်အတွက် ဘာသာစကား အကူအညီ ဝန်ဆောင်မှုကို ရရှိနိုင်ပါသည်။ 1 (717) 412-5300 သို့ ခေါ်ဆိုပါ။

Japanese

注意：英語以外の言語を話す場合は、言語支援サービスを利用できるようにすることが出来ます。電話 1 (717) 412-5300

Hindi

सूचना: यदि आप अंग्रेजी के अलावा कोई अन्य भाषा बोलते हैं, तो आपको भाषा सहायता सेवाएं उपलब्ध कराई जा सकती हैं। कॉल करें १ (७१७) ४१२-५३००

Italian

ATTENZIONE: Se parli una lingua che non sia l'inglese, i servizi di assistenza linguistica possono essere messi a tua disposizione. Chiama 1 (717) 412-5300.

Polish

UWAGA: Jeśli posługujesz się językiem innym niż angielski, możesz skorzystać z usługi pomocy językowej. Zadzwoń pod numer 1 (717) 412-5300.

Nepali

ध्यान दिनुहोस्: यदि तपाईं अंग्रेजीबाहेक अन्य भाषा बोल्नुहुन्छ भने तपाईंलाई भाषा सहायता सेवा उपलब्ध गराउन सकिन्छ। 1 (717) 412-5300 मा फोन गर्नुहोस्।

Harrisburg Area Transportation Study
Work Program – FY 2025-2027

Urdu

توجہ دیں: اگر آپ انگریزی کے علاوہ کوئی اور زبان بولتے ہیں تو آپ کی زبان میں مدد کے لیے آپ کو خدمات فراہم کرائی جاسکتی ہے۔ براہ کرم 1 (717) 412-5300 پر کال کریں۔

Spanish

ATENCIÓN: Si habla otro idioma que no sea inglés, habrá servicios de asistencia en otros idiomas disponibles. Llame al 1 (717) 412-5300.

Greek

ΠΡΟΣΟΧΗ: Εάν μιλάτε άλλη γλώσσα διαφορετική από τα αγγλικά, οι υπηρεσίες γλωσσικής βοήθειας μπορούν να σας διατεθούν. Καλέστε 1 (717) 412-5300.

German

ACHTUNG: Wenn Sie eine andere Sprache als Englisch sprechen, können Ihnen Sprachunterstützungsdienste zur Verfügung gestellt werden. Rufen Sie 1 (717) 412-5300 an.

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Overview

The Unified Planning Work Program (UPWP) documents Harrisburg Area Transportation Study’s (HATS) proposed regional transportation planning activities in the Harrisburg region. It is prepared and updated on a two-year basis that coincides with the state fiscal year, July 1 through June 30, and is required by federal metropolitan transportation planning regulations.

The UPWP must describe major activities/tasks and resulting products, including who will perform the work, timeframe for completing the work, the proposed funding by activity/task, and a summary of the total amounts and sources of federal and matching funds. This UPWP effectively addresses the key regional transportation and land use issues facing the HATS region, and does so in a manner which supports a continuous, cooperative, and comprehensive (3C) performance-based multi-modal transportation planning process guided by the following vision:

A safe, efficient, environmentally responsible and seamless multi-modal transportation system integrated with sustainable land use patterns to serve the mobility and accessibility needs of our residents, businesses and through-travelers.

Introduction

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and its subsequent reauthorizations gave Metropolitan Planning Organizations (MPOs) such as HATS greater latitude in planning for the region’s transportation system through the usage of federal transportation funds. Current federal law regulating the metropolitan planning process, Infrastructure Investment and Jobs Act (IIJA), specifies the roles and responsibilities by which metropolitan planning organizations (MPO) must operate to maintain eligibility for those funds and implementation of the 3C planning process. Final rulemaking/legislation as related to the reauthorization of the IIJA will be implemented in cooperation with all planning partners, as appropriate.

HATS is the federally designated MPO for the Harrisburg region. It is an organization of federal, state, and local agencies, and officials from Cumberland, Dauphin, and Perry Counties, the City of Harrisburg, and Capital Area Transit/rabbitransit (SRTA). HATS serves 103 municipalities within Cumberland, Dauphin, and Perry Counties, covering over 1,700 square miles in area, and operates with a formal Memorandum of Understanding with neighboring Lebanon County and York County planning organizations.

HATS’ three member counties, the Pennsylvania Department of Transportation, and the City of Harrisburg entered into an agreement on February 11, 1965 to provide for the 3C transportation planning process for the Harrisburg area. Recognizing the need to include a voice for transit at the planning table, HATS welcomed Capital Area Transit into voting membership in 1992. HATS’ decision-making is conducted through two main committees: the Coordinating Committee takes formal action about the use of federal funds for transportation system improvements; and the Technical Committee oversees analysis and preparation of plans and studies, and makes recommendations for action to the Coordinating Committee.

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In addition to the Technical and Coordinating Committees, HATS creates sub-committees to address specific transportation issues relative to the long-range plan (Regional Transportation Plan, or RTP) as the need arises. All plans are presented to HATS for adoption or endorsement.

The Technical and Coordinating Committees are led by a Chairman, Vice-Chairman, and a Secretary, each designated by election from the voting membership to one-year terms. Current membership of the Committees is available on the HATS website (<https://www.tcrpc-pa.org/hats-about>) with representation as follows:

Entity/Agency	Number of Votes	
	Coordinating Committee	Technical Committee
PennDOT	2	2
Cumberland County	2	2
Dauphin County	2	2
Perry County	2	2
Harrisburg City	2	2
Susquehanna Regional Transportation Authority	1	1

In addition, the HATS Technical Committee includes ex-officio/non-voting members for major transportation providers in the region: Amtrak, Norfolk Southern Railroad, the Susquehanna Area Regional Airport Authority (SARAA), and the Pennsylvania Motor Truck Association (PMTA). The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Aviation Administration (FAA), Pennsylvania Department of Environmental Protection (PA DEP), and Pennsylvania Department of Community and Economic Development (PA DCED) are ex-officio members of both the Technical Committee and Coordinating Committee. This allows HATS to incorporate the expertise availed by these providers and agencies in its multi-modal decisions.

Partnering Agency Roles

Tri-County Regional Planning Commission (TCRPC) functions as the lead staff agency of HATS and provides planning and administrative support services. It has the responsibility to ensure the transportation planning process is being carried out in accordance with federal and state regulations. Several other agencies, however, also play key roles in the transportation planning process.

The Pennsylvania Department of Transportation (PennDOT) works cooperatively with TCRPC in carrying out all of its transportation planning activities, and is responsible for a number of activities that affect the transportation planning process, most prominently the development of a statewide long-range plan and twelve-year plan. PennDOT also develops a Statewide Transportation Improvement Program (STIP), which combines the HATS TIP with

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all other MPO and RPO TIPs across the state. Accordingly, PennDOT participates actively in the process by which projects are prioritized and included in the region's TIP.

PennDOT has the lead responsibility for developing statewide management systems and processes as recommended by ISTEA and carried forward in TEA-21, SAFETEA-LU, MAP-21, FAST, and IIJA federal legislation. These data systems and processes aid HATS in identifying transportation needs and include congestion management, bridge management, intermodal management, pavement management, safety, public transportation and traffic monitoring data. HATS is responsible for development and enhancement of the regional congestion management process (CMP) and intermodal management system (IMS), which are dependent on these data sets, and then coordinated statewide.

PennDOT also serves as the primary intermediary between TCRPC and federal transportation agencies (Federal Highway Administration [FHWA] and Federal Transit Administration [FTA]) in the administration of funds, policies, and regulations. The federal transportation agencies provide overall guidance in the administration of statewide and metropolitan planning programs.

The Pennsylvania Department of Environmental Protection has overall responsibility for compliance with the Clean Air Act, including development and adoption of air quality plans known as State Implementation Plans (SIPs). During FY 2006, HATS became the lead agency for highway-related control measures for air quality in the region. As a result, HATS will continue to develop and maintain transportation data used in emissions inventories, and identify and analyze potential air quality strategies.

The largest provider of local public transportation in the Harrisburg metropolitan area is Capital Area Transit (CAT). rabbittransit, based in York, also provides shared ride service in Cumberland and Perry Counties. CAT and rabbittransit are responsible for both capital and service needs in their respective service areas, but are administered collectively under Susquehanna Regional Transportation Authority (SRTA). They are the principal sources for identifying transit projects for inclusion in the transit portion of the HATS TIP and long range planning efforts, as well as coordinating transit performance measures.

Program Responsibilities

Several sources provide more detailed guidance on the development of a UPWP and its implementation. All of this guidance needs to be given consideration in the development of the work program and throughout the planning process, in addition to the overall surface transportation planning legislation (currently IIJA). This includes ten federal planning factors, statewide transportation improvement program (STIP) planning findings, and the MPO federal certification review findings.

The following table highlights required activities to be performed as part of the 3C transportation planning process of the IIJA. In general, activities supporting plan implementation occur in years following the actual plan update activity.

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Milestone Tasks & Activities	Fiscal Year <i>(July 1 through June 30)</i>		
	2025-26	2026-27	Last Action*
EVERY YEAR			
Update safety performance targets (PM-1)	✓	✓	2/23/2024
Review transit performance targets (per Resolution 2021-01)	✓	✓	9/13/2024
Conduct TIP/RTP administrative modifications and amendments	✓	✓	
Publish annual listing of obligated projects	✓	✓	12/15/2023
Process UPWP amendments and budget adjustments	✓	✓	7/1/2024
Adjust TCRPC annual budget based on UPWP amendments	✓	✓	
Undertake mode and subarea studies supporting the MPO process & plan	✓	✓	
Revise HATS committee appointments and elect officers	✓	✓	2/23/2024
EVERY TWO YEARS			
Develop UPWP and annual budgets		✓	2/23/2024
Update infrastructure condition performance targets (PM-2)		✓	4/28/2023
Update system performance targets (PM-3)		✓	4/28/2023
Conduct TIP update/adoption **	✓		6/21/2024
EVERY FOUR YEARS			
Update Regional Transportation Plan **	✓		9/24/2021
Update Public Participation Plan	✓		9/24/2021
Hold TMA planning certification review	✓		9/8/2021
EVERY TEN YEARS			
Update urbanized area boundary (Census based)			6/23/2023
Approve metropolitan planning area boundary			2/28/2024
Complete functional classification review	✓		7/25/2016
Update planning process Memoranda of Agreement (York, Lebanon)			12/15/2023
PERIODIC (AS NECESSARY)			
Update Regional Safety Plan			9/27/2024
Update Regional Active Transportation Plan			9/27/2024
Update Regional Congestion Management Plan and process			6/30/2025
Update Coordinated Public Transit-Human Services Plan			6/30/2025
Update Regional Freight Plan	✓		9/22/2017
Conduct air quality conformity analysis **	✓		6/21/2024
Conduct environmental justice benefits/burdens analysis ***	✓		6/21/2024
Update Title VI/ADA Policy & Procedures			12/17/2021
Update Metropolitan Planning Agreement (PennDOT/HATS/SRTA)	✓		11/28/2012

* or as anticipated as of September 2024

** Air Quality (AQ) Conformity Analysis is required to be performed with each RTP and TIP adoption, as well as interim amendments that include AQ significant projects.

*** EJ benefits and burdens analysis is required to be performed as part of each RTP and TIP program update.

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Federal Planning Factors

Federal regulations also require the resulting projects, strategies and services of these activities to address ten planning factors:

- (1) Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the **safety** of the transportation system for motorized and non-motorized users;
- (3) Increase the **security** of the transportation system for motorized and non-motorized users;
- (4) Increase **accessibility and mobility** of people and freight;
- (5) 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;
- (6) Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system **management and operation**;
- (8) Emphasize the **preservation** of the existing transportation system;
- (9) Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and **tourism**.

The degree of consideration and analysis of each of these factors within each of the work program tasks is based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment, housing and community development. All of the UPWP tasks are interconnected and work together to support an integrated program which fulfills federal requirements and addresses the specified planning factors described above. HATS staff will monitor current discussions and make appropriate adjustments to the work program in cooperation with FHWA/FTA and PennDOT throughout the duration of this UPWP.

Statewide Transportation Improvement Program (STIP) Planning Findings

A Planning Finding is a formal action taken by FTA and FHWA to ensure that STIPs and TIPs are developed according to statewide and metropolitan planning processes consistent with required statutory and regulatory planning and related provisions. A Planning Finding is an opportunity to highlight what works well and what needs improvement in a statewide or metropolitan planning process. The most recent Planning Finding, for the FFY 2025-2028 program, made the following recommendations for integration into the statewide and regional planning and programming processes:

- (1) Continue ongoing efforts to maximize percentage of HSIP annual apportionment and schedule regular coordination meetings with FHWA and PennDOT to discuss challenges and identify opportunities to improve safety programming, programming, project delivery, and HSIP utilization rates.
- (2) Better integrate PennDOT Asset Management Systems (AMS) into the STIP development processes. PennDOT, MPOs/RPOs, and transit agencies review and

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evaluate their planning agreements and processes to more fully integrate the AMS into the project selection process.

- (3) Improve the LRTP update and agency coordination by scheduling a kickoff meeting early in the update process. The meeting will serve the purpose of discussing roles and responsibilities, reviewing state and federal planning and transportation air quality requirements (where applicable), discussion on how to incorporate PBPP and TPM into the plan update, and identifying key milestones and resources.
- (4) As required by CFR 450.314, each Metropolitan Planning Area must have written agreement among the MPO, the State, and the providers of public transportation which identifies their mutual responsibilities in carrying out the metropolitan planning process. These MOUs/MOAs need to be evaluated as needed to ensure that all required parties are included and mutual responsibilities in carrying out the metropolitan planning process are identified.
- (5) Ways to strengthen multimodal planning, communication and collaboration among PennDOT, HATS and SRTA need to be considered. This includes evaluating procedures for addressing how transit activities are reflected in the TIPs, UPWPs and other planning documents and reporting.

To ensure consistency with required statutory and regulatory planning and related provisions, HATS will address the STIP findings by continuing to improve upon the development of the annual list of obligated projects report, work with PennDOT to improve the programming of safety funds through the recently adopted Safe Streets For All Qualified Safety Plan, and coordinate a review of the existing MOU with PennDOT and CAT/SRTA as well as other planning agreements with neighboring MPOs. In addition, a 2050 RTP coordination kickoff meeting was held with regional stakeholders on April 19, 2024.

Planning Certification Review

Because the HATS MPO is part of an urbanized area exceeding 200,000 population, it is classified as a Transportation Management Area (TMA). As such, FHWA and FTA are required to jointly review and evaluate the HATS transportation planning process at least every four years to determine if the process meets the federal planning requirements. The most recent review was conducted in May 2021 and the final Certification Review Report was issued on September 8, 2021. The review found the HATS process to substantially meet federal transportation requirements, with one corrective action that was addressed by developing and adopting the required Title VI plan in December 2021. The 2021 review also offered several commendations and recommendations for follow-up and incorporation into future work program activities. The complete certification review report is available on the HATS website (<https://www.tcrpc-pa.org/hats-mpo-resources>) and will be updated following the certification review anticipated during 2025.

The following list summarizes the areas in the 2021 certification review report warranting closer attention through work program activities, which have been addressed in subsequent UPWPs and will continue to be monitored:

- (1) **Continuous, Cooperative, and Comprehensive (3C) Process**
On June 25, 2021 an update to the 2012 MOU between HATS, PennDOT and CAT/SRTA to document the process for adopting targets and developing projects associated with Transit Asset Management (TAM) and the Safety Plan was

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adopted. This documentation helps streamline coordination and makes clear the roles and procedures for the parties involved and members of the public.

- (2) **Civil Rights (Title VI, EJ, LEP, ADA)**
HATS submitted a remedial action plan, including a list of planned actions for creating a cohesive Title VI Program document that meets the requirements of FTA Circular 4702.1B, Chapters III and VI. HATS Title VI Program was formally adopted by HATS in December 2021.
- (3) **Public Participation & Outreach**
HATS staff continues to engage in consultation with the Tribes and Nations whenever conducting public outreach, and tracks progress on improving public participation and involvement through targeted outreach strategies and goals as described in the Public Participation Plan (PPP).
- (4) **Transportation Improvement Program**
HATS and CAT continue to work together to collaborate more clearly so transit can be better represented in HATS project selection or innovative products.
- (5) **Performance Based Planning and Programming**
HATS MPO and PennDOT District 8-0 continue to build on their collaborative process and work together to better integrate the PBPP and the TAMP into the RTP and TIP program development process.
- (6) **Transportation Safety**
Continue to focus on safety in its project development process to identify safety issues and potential improvements; provide a summary of past safety projects along with before and after crash data to help illustrate what countermeasures are working and ones that are not; and consider adding discussion to the RTP on any specific strategies as to how PM1 goals are to be achieved.
- (7) **Integrating Freight into the Planning Process**
Collaborate with the central PA MPOs to complete the third session of the truck parking roundtable to develop a truck parking action plan for Central PA.
- (8) **Environmental Mitigation/Planning Environmental Linkage**
Consider expanding the mitigation sites mapping tool to also include endangered species, and/or historic structure sites, in addition to wetland/stream areas, to provide a more comprehensive analysis for the region.
- (9) **Congestion Management Process/Management and Operations**
A regional Congestion Management Plan (CMP) with support from PennDOT Central Office, PennDOT District 8-0, and regional TMAs was initiated in July 2024. FHWA grant funding should be considered for operational and ITS improvements to improve regional congested corridors.

Work Program Development

As part of previous STIP planning findings, greater collaboration and participation with PennDOT and FHWA was recommended for the development of UPWPs. In response to this directive, beginning in August 2024, HATS staff gathered input for the initial draft of the work program from FHWA, FTA, PennDOT Central Office staff, PennDOT District 8-0, PennDOT Bureaus of Public Transportation and Rail Freight, Capital Area Transit/rabbitransit (SRTA), and the HATS Technical and Coordinating Committees regarding the specifics of upcoming work program activity. These stakeholders were encouraged to review the program provided

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and suggest any additional regional planning initiatives that may address emerging and/or localized issues. From this input, comments were incorporated and a draft was provided to FHWA/FTA in October for its official review, comments then incorporated into a final draft distributed to the HATS Committees, anticipating a December adoption.

Program Highlights

The primary focus areas proposed for the FY 2025-2027 UPWP include:

- (1) *Performance measures and targets* – coordination with PennDOT, Capital Area Transit/rabbittransit (SRTA), and other appropriate agencies to continue data collection and analysis requirements for safety, congestion, freight, transit, and internal data management for HATS. 2020 Census data will be incorporated to finalize the base demographics supporting the establishment of performance measures and targets.
- (2) *Implementation of priorities identified in the adopted RTP* – ongoing expansion of data to support environmental mitigation strategies and mobility needs, safety issues, land use policies defined in the *Regional Growth Management Plan (RGMP)*, periodic collaboration with the established workgroups, as well as participation in *PennDOT Connects* as it supports the RGMP, RTP and HATS program and project development process. An RTP update will wrap up during the first year of this UPWP.
- (3) *Collaboration with neighboring MPOs and PennDOT* on items of mutual interest – including benefits/burdens analysis, resiliency and storm water mitigation, regional travel demand modelling and congestion management planning, and freight planning. A coordinated CMP Hub will begin to be implemented and consistent data integrated into planning analyses among neighboring MPOs.

Detailed program task descriptions proposed for FY 2025-2027 are provided in the next section. Previous work accomplished through the annual work program is documented as part of the HATS Annual Report, which can be found on our website (<https://www.tcrpc-pa.org/hats-plans-publications>). Ongoing monthly progress reports are also provided to Tri-County Regional Planning Commission, the County Planning Commissions, as well as PennDOT Central Office for invoicing documentation.

All of the UPWP tasks are interconnected and work together to support an integrated program which fulfills federal requirements and addresses the specified planning factors described above. HATS staff will monitor current discussions and make appropriate adjustments to the work program and dates for initiation and completion of specific tasks in cooperation with FHWA/FTA and PennDOT throughout the duration of this UPWP.

Funding of activities is obtained through federal, state, and local sources. The federal funding portion is received from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). State funding is provided through PennDOT, while Cumberland, Dauphin, and Perry Counties comprise the primary local funding sources.

The total budget for the regular FY 2025-2027 UPWP is \$2,470,000 for the program period. This represents a 6.4% increase in annual funding levels from the previous UPWP. Within the framework of available financial and staff resources, this work program effectively addresses HATS' key regional issues. The program, however, is dynamic in nature and may be modified to respond to any emerging priority issue of special need vital to the orderly growth and development of the HATS area.

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Task Descriptions

TASK I. MPO ADMINISTRATION

The TCRPC staff will administer the transportation planning program such that all federal requirements are satisfied. All meetings of the Harrisburg area MPO will be accessible virtually and/or scheduled at an appropriate meeting location in or near Harrisburg. TCRPC staff will prepare meeting notices and minutes, and all local government information memorandums will be prepared and distributed prior to HATS meetings.

TCRPC staff will prepare a unified planning work program (UPWP) for each fiscal year, submitted in the requested two-year format, by January 31. UPWP amendments or budget adjustments will be prepared by TCRPC staff in coordination with PennDOT and FHWA as needed. TCRPC staff will also prepare monthly invoices and progress reports for submission to PennDOT, and work with FHWA and PennDOT to implement federal budget requirements. Annual audits will be prepared accordingly. The MPO will take the action needed to certify compliance with requirements as mandated by the federal government.

TCRPC staff will coordinate with neighboring MPOs and CAT/rabbittransit (SRTA) to update planning agreements as needed based on information from Census data, and collaborate on addressing issues of mutual interest through the development of joint planning products such as benefits burdens analysis, regional public transit-human services planning, and coordinated travel demand modelling and congestion management. TCRPC staff will also continue to coordinate with Dauphin and Perry County Continuity of Operations (COOP) plans.

Products:

- Notification, coordination and documentation of MPO meetings
- Distribution of MPO meeting materials (not less than 5 working days prior to MPO meeting), required MPO documentation/minutes (within 30 working days after meetings), and MPO program work product through the TCRPC website and stakeholder contact/ mailing lists
- Preparation of monthly progress reports, invoices, contracts and monitoring, including Commute PA (a program of SRTP) invoice processing
- Updated planning agreements, as necessary
- Include Appendix A and E of the USDOT Standard Assurances in federally-assisted contracts
- Ensure all subcontractors provide their services in accordance with 2CFR200
- MPO/County Continuity of Operations Plan (COOP) updates, as needed
- Coordination of current transportation program and agreements with neighboring MPOs and other partnering organizations
- Annual audits and financial reports
- Preparation of HATS 2027-2029 UPWP (August 2026-January 2027)
- General transit planning program administration and support, as requested
- A Safety/Drug/Alcohol policy will be maintained in the workplace, as per FTA regulations and in compliance with the Federal 'Drug-Free Workplace Act of 1988'

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Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbittransit (SRTA)
- PennDOT Program Center
- Federal Highway Administration
- Federal Transit Administration
- Susquehanna Regional Transportation Partnership (Commute PA)

Project Cost and Funding:

	Total	Federal		State MLF	Local Match	
		PL	MPP		Hwy	Transit
Year 1	185,250	129,600	18,600	16,200	16,200	4,650
Year 2	185,250	129,600	18,600	16,200	16,200	4,650

TASK II. REGIONAL TRANSPORTATION PLAN

A. Public Participation & Outreach

Public participation and outreach activities will continue to guide the transportation planning process such that the public has the opportunity to gain a greater understanding of the region's planning and programming process and become involved with it as they choose. This is an integral element of the entire work program from administration to plan development (RTP) through plan implementation (TIP). While public participation and outreach activities and its outcomes (products) are listed in this particular section of the work program, they are applicable in each section and work program task as the planning process is continual and interrelated, and public participation and outreach is essential throughout.

Particular emphasis will be given to expanding efforts to network in communities traditionally underrepresented in the transportation planning process. This will include ongoing outreach to our region's Amish and Plain Sect communities and Tribes and Nations. TCRPC staff will work collaboratively with planning partners and other stakeholders as transportation needs are identified by local municipalities and in conjunction with the *PennDOT Connects* initiative. During the first program year, preparations for the formal federal planning certification review will be made and review conducted as directed by FHWA and FTA.

All HATS meetings are open to the public. The meetings of the MPO are conducted and recorded through Zoom uploaded to the TCRPC website (through YouTube), and made part of the MPO record for public review. TCRPC staff will prepare and host any MPO transportation information reviews, as needed. Staff will emphasize to decision-makers the importance of ethnic and gender diversity in future appointments to the HATS Technical, Coordinating and sub-committees.

The TCRPC newsletter will provide public information on the progress of transportation planning and programming activities. The newsletter will be developed four times per year generally following HATS meetings. Information services and coordination of information, related to the transportation system, planning and programming, will continue to be provided to HATS participants, other agencies, and the general public. The maintenance and update of base maps will be included as needed, as well as that of the HATS page on the TCRPC website and the HATS Regional Transportation Plan website. Regular communication through social media and email blasts will be maintained. An annual obligation report will be produced in collaboration with PennDOT and transit partners by December 31, and an annual report describing HATS overall activities of the previous year will be published by the end of March.

Partnerships with transportation stakeholders will provide assistance to local governments in the transportation planning process (including *PennDOT Connects*), and help develop alternatives and funding plans for transportation projects. The Commission Director and transportation staff will attend the statewide planning partners meetings when scheduled. Assistance will also continue with the Susquehanna Regional Transportation Partnership to implement travel demand management activities, and coordination with other transportation-related agencies and programs will continue as needed. HATS will continue to coordinate with PennDOT Bureau of Equal Opportunity (BEO), Bureau of Public Transportation (BPT) and Center for Program Development and Management (CPDM) to maintain compliance with Title VI requirements.

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Products:

- Local government notifications and advertisements sent to 103 municipalities
- Annual Obligation Report by end of the calendar year and general Annual Report of the MPO, distributed electronically and made available in hard copy
- Prepare for and participate in formal federal certification review
- Timely email blasts as well as four (4) newsletters, distributed electronically and made available in hard copy
- Updated content and information on the TCRPC website, HATS page
- Active Twitter and Facebook feeds, as well as YouTube access to meeting videos
- Use media coverage with a diverse selection of print, radio, and television outlets
- Continue to be a resource for those requesting information on the transportation planning process and the region
- Mapping as needed to support planning and project development
- Outreach programs as described in the Public Participation Plan, including use of Zoom, Teams, GIS, and story maps
- Evaluation of information as described in the Public Participation Plan, including limited English proficiency, environmental justice activities and tribal consultation, to ensure all stakeholders have the opportunity to be involved, as well as tracking progress on effectiveness of strategies identified in plan. Update as needed based on results of evaluation.
- Continue maintenance of the Title VI program plan document to ensure nondiscriminatory procedures are implemented and update if needed during this program cycle
- Review outreach materials to ensure compliance with ADA requirements
- Translations of meeting notices and program materials on the website and upon request
- Participation in shared program interests with neighboring MPOs, such as District 8-0 regional travel demand modelling
- Continued outreach efforts, including coordination with County Planning Commission initiatives and Regional Growth Management Plan (RGMP) updates and implementation
- Hold public meetings for the transportation planning program following air quality conformity analysis
- Attend MPO Planning Partners meetings, when scheduled
- Participate in bimonthly statewide Planning Partner conference calls, and quarterly District 8-0 conference calls
- Collaboration with related non-profit agencies such as Harrisburg Regional Chamber/Capital Region Economic Development Corporation (CREDC), Susquehanna River Basin Commission, Tri-County Community Action
- Respond to local governments and agencies to explore alternative opportunities for transportation projects and funding
- Promote available (LTAP) training to municipalities in support of HATS' transportation planning priorities identified in the RTP
- Work with PennDOT District 8-0 through the *PennDOT Connects* initiative to ensure the successful implementation of programs and projects defined in the HATS RTP and throughout the project development process

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Partnering Agencies:

- Tri-County Regional Planning Commission
- PennDOT Program Center
- PennDOT District 8-0
- Federal Highway Administration
- Federal Transit Administration
- Neighboring MPOs

Project Cost and Funding:

	Total	Federal		State MLF	Local Match	
		PL	MPP		Hwy	Transit
Year 1	185,250	129,600	18,600	16,200	16,200	4,650
Year 2	197,600	138,240	19,840	17,280	17,280	4,960

B. Congestion Management Process

The current regional congestion management process (CMP) plan update will be complete just prior to the first program year (6/30/25), in a unified effort with surrounding MPOs. The CMP will evaluate the current condition of the region’s transportation system and suggest improvements to system operations and performance based on an evaluation of the current congestion strategies being applied. Following its adoption (beginning 7/01/25), the CMP will continue to be implemented, monitored, and coordinated with data collection requirements for agreed upon performance targets via the CMP Hub. The priorities recommended by the CMP and the regional mobility data generated from the CMP Hub will be included in the development of future updates of the HATS RTP, safety initiatives and the transportation improvement program when they are prepared. TCRPC staff will also facilitate opportunities for corridor studies to identify and analyze alternatives that improve traffic flow, safety and operations on regional and local roadways.

TCRPC staff will coordinate with PennDOT, Capital Area Transit/rabbittransit (SRTA), and other appropriate agencies to evaluate standardized performance-based processes for safety, congestion, and transit performance targets and maintain an internal system for analysis and monitoring of the data. Regular updates to the performance targets will be included on the HATS RTP website.

Staff will continue to support and coordinate with the efforts of the Susquehanna Regional Transportation Partnership (SRTP), formed to implement travel demand management programs to help the region combat vehicle pollution and traffic congestion, as well as to increase the awareness of the transit and ridesharing alternatives in the Susquehanna Valley. Additionally, staff will continue to support outreach efforts focusing on congested corridors and routes identified during the regional CMP update, gathering input from multiple municipalities and other stakeholders. Support for congested corridor improvements identified within the HATS region, corridor-wide traffic signal coordination, and the implementation of recommendations from regional planning studies will also continue.

Staff will work to further the safety goals of the RTP, IJJA and safety targets reflected in PennDOT’s Strategic Highway Safety Plan (SHSP). TCRPC staff will also work on the

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implementation of the regional Safe Streets For All Qualified Safety Plan, while also continuing to participate in safety planning activities that lead to a better understanding of safety in the prioritization of transportation projects. This includes maintaining the safety data dashboard developed by HATS staff, promoting its use among the municipalities in the region, and providing educational materials regarding key safety issues in the region.

In coordination with PennDOT, TCRPC staff will support or initiate safety studies/audits on identified CMP priority corridors that exhibit a large degree of systemic congestion due to crashes. This will be informed by real time data provided by the newly developed CMP Hub to identify emerging areas of concern as well as implement recommendations from previous corridor and safety studies: Market Street Road Diet (Lemoyne), Market Street Corridor Two-Way Study, and Duncannon Traffic Access Evaluation.

To address resiliency planning, TCRPC staff will reference PennDOT's Extreme Weather Vulnerability Assessment to incorporate flooding resiliency into project development, coordinate with County hazard mitigation plans and watershed implementation plans, incorporate public safety considerations into implementation of the Safe Streets For All Qualified Safety Plan recommendations, and any planning requirements of IJJA programs, including the PROTECT funds. Transportation planning efforts will consider the adaptation strategies of PA DEP's 2021 Climate Action Plan to reduce greenhouse gas emissions when setting performance targets.

TCRPC staff will consider the application of Intelligent Transportation Systems (ITS), including dynamic signal coordination technology and dedicated short-range communication (DSRC) systems, when appropriate to a project or corridor, and will contribute to the update of PennDOT's regional ITS architecture and Regional Operations Plan, as needed. TCRPC staff will support PennDOT on National Electric Vehicle Infrastructure (NEVI) program implementation to identify charging station priority locations along the designated alternative fuel corridors to help build out the national and community networks.

Efforts will continue to monitor the provision of transit service to the elderly and handicapped. An annual update to the Capital Area Transit/rabbittransit (SRTA) paratransit plan is required under the ADA law. TCRPC will assist with the plan update by supplying projections of population, route corridor assignments and other resource information it currently maintains. TCRPC will assist area community groups in identifying possible solutions to transportation shortcomings.

The review and assessment of the financial capacity of the transit authority will be the responsibility of Capital Area Transit/rabbittransit (SRTA), since FTA regulations call for a self-certification in this area. Depending upon the assessment, amendments may be necessary to the four-year capital improvement program.

Products:

- Complete and begin implementation of a regional Congestion Management Process plan
- Continue implementation of Safe Streets For All Qualified Safety Plan
- Maintain CMP Hub to provide real-time analysis and coordinate results on a regional basis

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- In coordination with PennDOT, initiate or advocate safety studies based on data and local stakeholder input
- Maintain the HATS safety data dashboard and associated safety planning tools and promote their use among the municipalities in the region
- Provide educational materials regarding key safety issues in the region; coordinate educational outreach programs to disseminate information
- Monitor/update corridors and subareas for access management, future projects and implementation for congestion relief and safety improvement. When necessary, initiate corridor studies in coordination with PennDOT and impacted municipalities.
- Coordinate recommendations from County hazard mitigation plans, watershed implementation plans, and emergency management plans with ongoing project development and the *PennDOT Connects* process
- Support and coordination of the nine-county SRTP and its Commute PA program
- Continue staff support and facilitation of HATS’ Congestion Management Process and/or a regional approach covering the PennDOT District 8-0 area
- Coordinate with PennDOT in the planning, integration and implementation of a regional ITS system, as well as the potential deployment methods for connected vehicle technology (DSRC) and electric vehicles (EV)
- Ongoing municipal coordination specific to corridors of concern identified in regional studies
- Continue to promote the implementation of expanded or new park and ride facilities with PennDOT, local communities, Capital Area Transit/rabbitransit (SRTA) and other stakeholders
- Track safety (PM1) and congestion (PM3) performance measures based on PennDOT data network tools to evaluate the progress toward meeting established targets
- Establish greenhouse gas (GHG) emission performance targets, as required

Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbitransit (SRTA)
- Susquehanna Regional Transportation Partnership (SRTP)/Commuter Services
- PennDOT Program Center
- PennDOT District 8-0
- Federal Highway Administration
- Federal Transit Administration
- Neighboring MPOs
- Emergency responders
- Local governments in HATS region

Project Cost and Funding:

	Total	Federal		State MLF	Local Match	
		PL	MPP		Hwy	Transit
Year 1	160,550	112,320	16,120	14,040	14,040	4,030
Year 2	160,550	112,320	16,120	14,040	14,040	4,030

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C. Intermodal Management Systems

Intermodal management systems planning will continue to identify and monitor the multi-modal access needs of passenger and freight facilities in the HATS region.

TCRPC staff will work with regional stakeholders during the first program year to review and update the recommendations from the Regional Freight Plan adopted in June 2017. This update may include certification of candidate critical urban and rural freight corridors, additional methods for traffic incident management along interstates, truck parking needs, rail freight service, safety and resiliency. TCRPC staff will continue to coordinate with and gather updated information from freight stakeholders. Additional regional freight summits may be held as appropriate to contribute to the plan update.

Assistance will continue to be provided to Capital Area Transit/rabbittransit (SRTA) in the implementation of its system redesign efforts and Transit Development Plan (TDP), including ongoing evaluation of system and route performance. The newly updated Public Transit-Human Services Coordination Plan will support the direction provided by the adopted redesign/TDP and future regional coordination with neighboring planning partners. Staff will work in conjunction with Capital Area Transit/rabbittransit (SRTA) to better integrate their existing service with neighboring transit providers. TCRPC staff will work with PennDOT and Capital Area Transit/rabbittransit (SRTA) to review performance data and assist in the reporting and tracking progress toward the attainment of critical outcomes for the region as identified in the Transit Asset Management Plan (TAMP). TCRPC staff will participate as communicated through the PA TAM Group Plan.

Multi-modal initiatives, including pedestrian and bicycle alternatives and improvements will be explored and coordinated as part of the planning process. To enhance input from the non-motorized community, staff will coordinate with area bicycle and pedestrian advocates. Additional effort to improve community walkability and non-motorized travel will continue to be emphasized, including administration of the Transportation Alternatives Set-Aside Program (TASA) and staff efforts to expand the baseline of cyclist and pedestrian counts at critical intersections in the region. The SusqueCycle bikeshare program will continue to be expanded provided funding support for the program continues to be available. Staff will implement the recommendations of the HATS Regional Active Transportation Plan and other relevant regional and local bicycle/pedestrian, greenway, trail, or active transportation plans.

Products:

- Implementation of recommendations from HATS freight plan, including potentially hosting a regional freight roundtable
- Implement recommendations from HATS Regional Active Transportation Plan
- Continue monitoring all aspects of intermodal facilities, including national high speed rail initiatives and work to incorporate the freight provisions identified in the IIA federal legislation
- Coordination with Capital Area Transit/rabbittransit (SRTA), other local transit providers, handicapped and other community groups to improve dissemination of transit information and services
- Monitor the latest information concerning passenger transportation in the nation, applied to the HATS area as appropriate

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- Implement the terms of the updated PennDOT/CAT/HATS MOU regarding long and short range transit planning; update as necessary based on performance measures and administrative restructuring of SRTA
- Assist PennDOT and Capital Area Transit/rabbitransit (SRTA) develop written provisions related to performance data, selection of performance targets, and assist in the reporting and tracking progress toward the targets
- Implement the updated Public Transit-Human Services Coordinated Plan in support of the findings of Capital Area Transit/rabbitransit (SRTA) adopted transit development plan
- Ongoing work efforts and data development to support local bicycle and pedestrian planning efforts, including the continuation of HATS Bike/Pedestrian counts and maintenance of the sidewalk condition inventory
- Coordinate with PennDOT to advance the recommendations of the latest Statewide Comprehensive Freight Movement Plan (CFMP)
- Continue programming and administration of HATS’s share of the state’s TASA program
- Track safety (PM1) and freight/CMAQ (PM3) performance measures based on PennDOT data network tools to evaluate the progress toward meeting established targets

Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbitransit (SRTA)
- Human Services groups
- Freight stakeholder group
- PennDOT Program Center
- PennDOT District 8-0
- Neighboring MPO/RPOs
- Federal Highway Administration
- Federal Transit Administration

Project Cost and Funding:

	Total	Federal		State MLF	Local Match	
		PL	MPP		Hwy	Transit
Year 1	148,200	103,680	14,880	12,960	12,960	3,720
Year 2	148,200	103,680	14,880	12,960	12,960	3,720

D. Data Development & Support

Regional transportation planning will include the final stages of the 2050 Regional Transportation Plan (RTP) update during the first program year. This will define prioritization and staging of all major capital projects based on defined transportation needs, and ensure conformity with the requirements of federal legislation including IIIJA and the Clean Air Act Amendments (CAAA) of 1990. The 2050 RTP provides the foundation for project development in concert with linking land use planning and NEPA principles, *Regional Growth Management Plan* (RGMP), *PennDOT Connects*, multi-modal improvements, performance measures, and

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ultimately serves to improve the implementation efficiency of the TIP. Each RTP update incorporates environmental justice/benefits and burdens analysis to evaluate potential effects on low-income and minority populations.

As part of the RTP update, staff will continue to coordinate with the region's municipalities and RTP workgroups to maintain support for environmental mitigation strategies and mobility needs, land use policies defined in the RGMP, as well as *PennDOT Connects* to ensure HATS' priority programs and projects are implemented with the outcomes expected by all involved. When a regional need is identified outside of fiscal constraint, staff will continue to work with its partners and PennDOT to identify strategies and non-traditional sources of revenue to support this need.

As part of resiliency planning, TCRPC staff will continue its outreach to municipalities regarding potential stormwater projects for coordination as potential mitigation or mitigation bank solutions to local transportation impacts. Also, PennDOT's Extreme Weather Vulnerability Assessment tool will be used to incorporate flooding resiliency into project development, enhance County hazard mitigation planning and improve emergency preparedness through outreach regional partners and stakeholders.

The regional travel demand model will continue to assist TCRPC in meeting several of its annual objectives, including but not limited to, revisions to the RTP, congestion management, intermodal management, RGMP, and air quality requirements. Work with this tool will support program efforts to make a more direct link between transportation and land use planning, including freight planning and localized scenario planning efforts. Work will continue with District 8-0 MPOs to implement a district-wide travel demand model and necessary agreements for its continued operation and maintenance.

Use and analysis of data provided through the detailed Census Transportation Planning Package (CTPP), PennDOT visualization tools such as PA OneMap, planning studies, the regional CMP Hub, and application of the regional travel demand model will continue for ongoing analysis, scenario building, and monitoring. Application of the model will also contribute toward the monitoring and evaluation of PM-3 performance measures and targets in coordination with FHWA and PennDOT. Other data coordination with neighboring planning partners will be supported and applied to HATS planning and modeling analyses, as mutually agreed upon.

Staff will monitor changes in air quality legislation and conduct air quality conformity analysis in coordination with PennDOT for the RTP, Transportation Improvement Program (TIP), and amendments as required to maintain conformity. Where appropriate, TCRPC may also assist PennDOT and PA DEP in monitoring and evaluating greenhouse gas emissions.

Urbanized area boundaries were updated and "smoothed" as a result of the 2020 Census. Necessary adjustments to the Federal Aid System/Functional Classification and the National Highway System network will be made during the first program year. Specific focus will be directed at growth areas extending beyond the Census-defined urbanized area, intermodal freight connections and National Highway Freight Network linkages. Reviews will be based upon changes in demographics, land use and the transportation system including additions, adjustments, and obstacle identifications.

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Pavement and bridge asset management tools maintained by PennDOT will be used to monitor progress toward PM-2 performance targets and recommendations for system improvements addressed accordingly during Year 2 of the program. Additional efforts to improve data collection and analysis of locally-owned bridges and roads to aid in project development, complementing the statewide system and providing more detailed information at the local level toward achieving performance targets.

Geographic information system (GIS) applications will continue to be developed to facilitate and support transportation system analyses, including:

- the long range transportation plan (RTP) -- specifically to identify environmental resources and potential mitigation opportunities, as well as gaps in accessibility and mobility;
- the project development process (including identifying environmental resources as part of *PennDOT Connects*);
- the congestion management process, including CMP Hub spatial analysis and reporting capabilities;
- safety, including corridor analyses and coordination with the congestion management process;
- current information for the intermodal management system;
- special studies;
- development of land use and transportation scenarios for ongoing RTP and RGMP outreach and implementation;
- the transportation improvement program (TIP); and,
- monitoring and evaluation of performance targets.

The ongoing traffic counting program will produce updated counts to support transportation planning and programming activities, which will aid in the maintenance and enhancement of the existing transportation infrastructure in the region. Traffic counting supplies and equipment will be purchased to enable safe completion of the traffic counts and comply with safety standards.

Products:

- Completion of the Regional Transportation Plan update to reflect performance measures and priorities, including safety, mobility, environment, congestion, goods movement and transportation systems management/operations strategies, practices which support economic strengths such as tourism, and livable, resilient, and sustainable community strategies. Updated tools include expanded mapping of potential environmental mitigation sites, among many others.
- Conduct environmental justice/benefits and burdens analyses during program development (RTP) and project implementation (TIP)
- Tracking of progress toward performance measures in coordination with PennDOT, FHWA, and FTA and other partners, to be updated and recorded in the RTP.
- Update of the Project Pipeline through ongoing outreach efforts with regional partners and stakeholders including counties and municipalities, and any issues that arise through the *PennDOT Connects* process.

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- Continue to fine-tune the travel demand model such that it remains a working tool for TCRPC staff planning program efforts (County, Regional and Transportation), as well as participation in the implementation of the District 8-0-wide travel demand model.
- Continue to monitor and maintain the CMP Hub for planning and analysis
- Evaluate detailed CTPP data and other demographics as appropriate to identify specific transit/transportation needs. Work with community groups to define alternatives for implementation.
- Continue training/education efforts to successfully use the travel demand model for in-house planning applications, such as scenario planning.
- Continue participation in PA Air Quality Conformity Working Group, HSIP working group and other performance measures working groups, as needed.
- Assistance in implementation of the PA Climate Change Action Plan, where appropriate
- Review and submit timely recommendations for functional classification revisions to the PennDOT/FHWA based on 2020 Census data
- Participate in transportation impact studies (TIS) and Highway Occupancy Permit (HOP) reviews and coordinate with municipalities, as needed.
- Traffic counts will be performed and data-entered for 90 roadway sections, of which 36 will be classification counts and 54 volume counts.
- Roadway inventory and performance measures will be verified and updated on 177 HPMS sample sections.
- Data collection will be complete by the Thursday before Thanksgiving and transmittal of traffic count information to the Department on a monthly basis, completed by the first Friday in December, through an electronic exchange of computer data between PennDOT and TCRPC. A goal of 100 percent completion of all loop, classification and manual counts on time will be pursued.
- Combine ‘in-house’ data with available PennDOT data to facilitate transportation planning and analysis.
- Evaluate the effectiveness of GIS applications.
- Maintain existing data and improve applications with new and/or updated data.
- Work with PennDOT to ensure uniform collection of transportation and environmental inventories of local transportation assets.
- Continue to work with PennDOT to ensure all regional problems are documented within the *PennDOT Connects* system.

Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbitransit (SRTA)
- Freight stakeholder group
- Emergency responders
- PennDOT Program Center
- PennDOT District 8-0
- Federal Highway Administration
- Federal Transit Administration
- Federal Environmental Protection Agency (EPA)
- Neighboring MPOs
- Local governments in HATS region

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Project Cost and Funding:

	Total	Federal		State MLF	Local Match	
		PL	MPP		Hwy	Transit
Year 1	494,000	345,600	49,600	43,200	43,200	12,400
Year 2	481,650	336,960	48,360	42,120	42,120	12,090

TASK III. PLAN IMPLEMENTATION

A. Transportation Improvement Program (TIP/STIP)

The Transportation Improvement Program (TIP) will be maintained and updated to include both highway and transit projects. The current Twelve Year Program (12YP) will be monitored to ensure consistency with the HATS RTP, and HATS will participate in the 12YP program update as appropriate. Potential P3 projects will be coordinated through PennDOT as identified, and innovative financing mechanisms for major capital projects will be implemented, wherever possible.

The RTP Implementation Program, created in 2019, will continue to be administered to fund transportation projects and studies that clearly meet the transportation system needs identified in the RTP and RGMP. Emphasis will continue to be on local projects which provide for safer, more walkable, bikeable, and transit friendly transportation systems.

The update for the FFY 2027-2030 TIP (including both highway and transit elements) will be adopted by HATS during Year 1 of the program, and then implemented during Year 2. Project implementation dates will be monitored and revised as needed. Modifications to the TIP will necessarily comply with the amendment and administrative procedures adopted under the federal surface transportation planning regulations and captured in the adopted TIP MOU. The HATS TIP will be consistent with the requirements of federal legislation including IJIA, and CAAA of 1990.

- i. HIGHWAY ELEMENT FFY 2025 through 2028 will be implemented and amended as needed within fiscal constraint and CAAA requirements, and in compliance with adopted modification procedures as specified in the regional MOU. The FFY 2027 through 2030 highway TIP will be generated during Year 1 of the program, will be within fiscal constraint and CAAA requirements, and in compliance with the HATS' adopted Public Participation Plan.
- ii. TRANSIT ELEMENT FFY 2025 through 2028, will be implemented and amended similar to the Highway TIP. The FFY 2027 through 2030 transit TIP will also be generated during Year 1 of the program (followed by implementation in Year 2), will be within fiscal constraint and CAAA requirements, and in compliance with HATS' adopted Public Participation Plan.

Products:

- Implementation of a fiscally constrained FFY 2025-2028 highway and transit TIP, with administrative modifications and amendments made as necessary and in cooperation with all planning partners
- Development and adoption of a fiscally constrained FFY 2027-2030 highway and transit TIP that draws from the RTP and responds to the defined needs of the region.
- Review and participation in development of the Twelve Year Program as requested by PennDOT.
- Coordination with PennDOT regarding potential P3 projects.
- Provide an additional round of RTP Implementation Program funding, and ongoing project development support for projects already funded and underway

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- Participate in project scoping meetings and monitor highway occupancy permit (HOP) processes to ensure consistency with established planning and land use priorities
- Participate in project review activities for projects selected in the region for the PA Multimodal Transportation Fund (MTF) Program

Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbittransit (SRTA)
- PennDOT Program Center
- PennDOT District 8-0
- FHWA, FTA, US EPA

Project Cost and Funding:

	Total	Federal		State MLF	Local Match	
		PL	MPP		Hwy	Transit
Year 1	61,750	43,200	6,200	5,400	5,400	1,550
Year 2	61,750	43,200	6,200	5,400	5,400	1,550

TASK IV. SUPPLEMENTAL PLANNING FUNDS

A. Safe and Accessible Transportation Options

The TCRPC staff will provide data development and support necessary to complete safety tools currently under development for HATS’ ongoing use in safety planning activities, including public and municipal outreach. These tasks will enable the focus of those activities to be on the identification of mitigation measures to reduce and then eliminate bicycle, pedestrian and vehicular fatal and serious injury crashes across the region. Additional effort is also expected to include integration of regional safety planning activities into the Regional Transportation Plan, and project pipeline prioritization methodology, implementation of the HATS Safety Action Plan, and development of practical, implementable elements towards a Complete Streets policy.

Products:

- Update the HATS safety data dashboard and network screening tools
- Update corridors and subareas for access management, future projects and implementation for safety improvement
- Identify and target low-cost, systemic pedestrian and bicycle countermeasures and alternatives
- Research toward implementable elements leading to a Complete Streets policy
- Support planning activities recommended through the HATS Safety Action Plan (SS4A)

Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbitransit (SRTA)
- PennDOT Program Center
- PennDOT District 8-0
- Federal Highway Administration
- Local governments in HATS region

Project Cost and Funding:

	Total	Federal		State MLF	Local Match	
		PL	MPP		Hwy	Transit
Year 1	22,000	22,000	0	0	0	0
Year 2	22,000	22,000	0	0	0	0

B. RTP Implementation Grant Program Planning Support

The HATS RTP Implementation Grant Program was established to help achieve the goals of the Regional Transportation Plan (RTP), TCRPC’s Regional Growth Management Plan (RGMP), and the participating counties’ commitment to smart growth. Funding for the program will support transportation studies that clearly meet the transportation system needs identified in the RTP, with preference given to those studies focused within RGMP designated Community Service Areas (CSAs). In addition, planning studies which enhance existing communities by providing for safer, more walkable, bikeable, and transit friendly transportation

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systems are also priorities of the program. Plans or studies selected for funding would meet the RTP Implementation Program’s established criteria and have a strong implementation focus, leading to specific improvement concepts that can be completed.

Project Cost and Funding:

	Total	Federal		State MLF	Local Match	
		PL	MPP		Hwy	Transit
Year 1	150,000	120,000	0	0	30,000	0
Year 2	0	0	0	0	0	0

TASK V. SPECIAL PROJECTS

Susquehanna Regional Transportation Partnership (SRTP)

Established in 2005, SRTP is a non-profit, professionally staffed organization which, through free services, works to reduce traffic congestion by helping commuters find alternatives, other than driving alone, and by reaching out to employers so they can help their workforce find those options. Its travel demand management (TDM) program implements a set of strategies that influence travel behavior change so people can get where they need to go with less cost and less impact on the environment. Both traditional and non-traditional TDM approaches are incorporated including ridesharing, bicycling, telework, transit, car sharing, on-demand services, and real-time applications redistributing commuter travel across alternatives and away from daily peak periods. Employer education, consumer awareness, information and education programs are an integral component of SRTP's TDM approach.

The SRTP board is made up of representatives from the region's transit authorities, chambers of commerce and metropolitan planning agencies. The partnering agencies noted below approved previously obligated Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) funds to be transferred to SRTP as administered through HATS, and agreed to share SRTP's cost.

The immense success of the SRTP TDM programs over the past seventeen years have come as a result of superb planning efforts by the named partners; dedicated commitment to the ever-changing landscape of TDM opportunities; stringent adherence to all applicable government regulations and guidance; a vibrant enthusiasm from members of the Board; a partnership with a professional and administrative vendor for outreach team services; a pledge to maintain appropriate financial records and governmental compliance.

Products:

- Outreach program to major employers and Chambers in the region to increase private support for the program
- Maintain regional ride share database and informational website to provide information and links to transit opportunities
- Administration of emergency ride home program
- Information events to inform employees of ride sharing benefits and to allow sign up
- Marketing materials and activities developed to promote the program
- Management of the Commute PA mobile app
- Assist area Transit Agencies, other agencies and organizations to better promote and coordinate their activities to reduce traffic congestion and improve air quality

Partnering Agencies:

- Tri-County Regional Planning Commission (HATS)
- Adams County Planning Commission (ACTPO)
- Berks County Planning Commission (RATS)
- Franklin County Planning Commission
- Lancaster County Planning Commission
- Lebanon County Planning Commission (LebCo)
- York County Planning Commission (YAMPO)

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Project Cost and Funding:

During this period of regional collaboration, the funding source has been designated as CMAQ due to the direct nature of these TDM services to improve air quality and remove vehicle miles from the regional roadways.

In compliance with existing CMAQ guidelines, all educational outreach expenses of the Commuter Services program have undergone a thorough review and clearly fall within the CMAQ guidelines for reimbursement. These expenses have been reviewed and agreed upon by all governmental partners including: Tri-County Regional Planning Commission; Pennsylvania Department of Transportation; Federal Highway Administration and the SRTP.

Certain expenses of the Commute PA program have been determined as not eligible for CMAQ reimbursement, however, have direct linkage to the “carpool and vanpool projects” as identified under 23 U.S. Code Section 101 and 23 U.S. Code Section 146, and should therefore meet the eligibility guidelines outlined for STBG reimbursement.

In 2021 two of the participating MPO’s, Adams County MPO and Franklin County MPO, began participation in the SRTP using STBG funds rather than CMAQ funds. These two counties no longer have access to CMAQ funding as a result of their current air quality attainment designations. However, they wish to continue the TDM programs of Commute PA in their respective regions.

(costs below are placeholders – contracted separately)

	Total	Federal			State MLF	Local Match	
		CMAQ	STBG	MPP		Hwy	Transit
Year 1	1,674,931	1,496,045	178,886	0	0	0	0
Year 2	1,642,927	1,479,719	163,208	0	0	0	0

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Budget Summary

UPWP Budget - FY 2025-2026 - Year 1
July 1, 2025 - June 30, 2026

	TOTAL PROGRAM	FEDERAL			STATE	LOCAL MATCH	
		PL/CMAQ	MPP	STBG	MLF	Hwy	Transit
I. MPO ADMINISTRATION	185,250	129,600	18,600	0	16,200	16,200	4,650
II. REGIONAL TRANSPORTATION PLAN	988,000	691,200	99,200	0	86,400	86,400	24,800
A. Public Participation/Outreach	185,250	129,600	18,600	0	16,200	16,200	4,650
B. Congestion Management Process	160,550	112,320	16,120	0	14,040	14,040	4,030
C. Intermodal Management Systems	148,200	103,680	14,880	0	12,960	12,960	3,720
D. Data Development & Support	494,000	345,600	49,600	0	43,200	43,200	12,400
III. PLAN IMPLEMENTATION	61,750	43,200	6,200	0	5,400	5,400	1,550
A. Transportation Improvement Program (TIP/STIP)	61,750	43,200	6,200	0	5,400	5,400	1,550
TOTAL REGULAR PROGRAM	1,235,000	864,000	124,000	0	108,000	108,000	31,000
IV. SUPPLEMENTAL PLANNING FUNDS	172,000	142,000	0	0	0	30,000	0
A. Safe and Accessible Transportation Options	22,000	22,000	0	0	0	0	0
B. RTP Implementation Program Planning Support	150,000	120,000	0	0	0	30,000	0
V. SPECIAL PROJECTS	1,674,931	1,496,045	0	178,886	0	0	0
A. SRTP	1,674,931	1,496,045	0	178,886	0	0	0
TOTAL LOCAL PROGRAM	3,081,931	2,502,045	124,000	178,886	108,000	138,000	31,000

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Budget Summary

UPWP Budget - FY 2026-2027 - Year 2
July 1, 2026 - June 30, 2027

	TOTAL PROGRAM	FEDERAL			STATE MLF	LOCAL MATCH	
		PL/CMAQ	MPP	STBG		Hwy	Transit
I. MPO ADMINISTRATION	185,250	129,600	18,600	0	16,200	16,200	4,650
II. REGIONAL TRANSPORTATION PLAN	988,000	691,200	99,200	0	86,400	86,400	24,800
A. Public Participation/Outreach	197,600	138,240	19,840	0	17,280	17,280	4,960
B. Congestion Management Process	160,550	112,320	16,120	0	14,040	14,040	4,030
C. Intermodal Management Systems	148,200	103,680	14,880	0	12,960	12,960	3,720
D. Data Development & Support	481,650	336,960	48,360	0	42,120	42,120	12,090
III. PLAN IMPLEMENTATION	61,750	43,200	6,200	0	5,400	5,400	1,550
A. Transportation Improvement Program (TIP/STIP)	61,750	43,200	6,200	0	5,400	5,400	1,550
TOTAL REGULAR PROGRAM	1,235,000	864,000	124,000	0	108,000	108,000	31,000
IV. SUPPLEMENTAL PLANNING FUNDS	22,000	22,000	0	0	0	0	0
A. Safe and Accessible Transp Options	22,000	22,000	0	0	0	0	0
V. SPECIAL PROJECTS	1,642,927	1,479,719	0	163,208	0	0	0
A. SRTP	1,642,927	1,479,719	0	163,208	0	0	0
TOTAL LOCAL PROGRAM	2,899,927	2,365,719	124,000	163,208	108,000	108,000	31,000

Harrisburg Area Transportation Study
Work Program - FY 2025-2027

Exhibit A

TCRPC Resolution

Harrisburg Area Transportation Study
Work Program - FY 2025-2027

Exhibit B

Purchase Register List

Harrisburg Area Transportation Study
Work Program - FY 2025-2027

Exhibit C

Tri-County Regional Planning Commission

Staff Personnel Outline

Effective July 1, 2025

Submitted under separate cover.



**HATS 2050 Regional Transportation Plan
Steering Committee Meeting
November 21, 2024**

Agenda

1. Welcome and Introduction
2. Outreach Overview
 - a) Online Survey
 - b) Public Events
 - c) Municipal Outreach
3. Vision Statement Review
4. Goals Review
5. Plan Development Update
6. Open Discussion

Outreach Approach

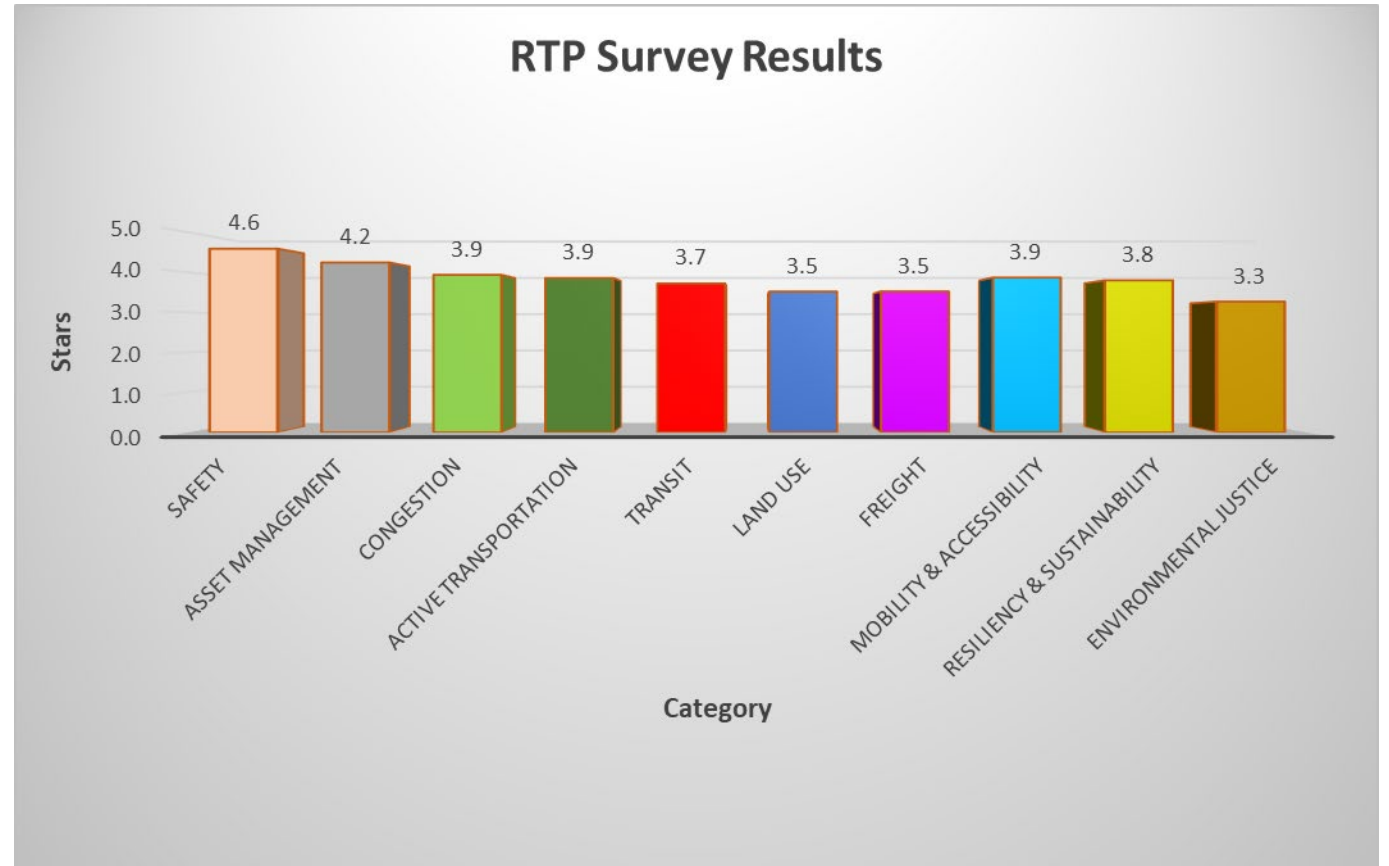


Public Survey

- Distributed online, available in [English and Spanish](#)
- Short, simple, directly applicable to the plan
- 4 main questions
 - **How important are the 10 Project Pipeline Categories (1 through 5 stars)?**
 - To be incorporated into Project Pipeline scoring
 - **If you could make one change, big or small, to our transportation system...?**
 - To be incorporated through the plan, as appropriate
 - **Do you have a specific transportation need or problem?**
 - To be incorporated into Project Pipeline Transportation Needs
 - **Demographic Information**

Public Survey

- Total participants: **168**
- Top 3:
 1. Safety (4.6)
 2. Asset Management (4.2)
 3. Congestion, Active Transportation, Mobility & Accessibility (3.9)



Public Survey

- **Survey Comments**

- **Rail/Bus**

- “ Establish a rail system that connects Dauphin, Cumberland, and maybe Franklin counties.”

- “ Some sort of regional trolley/rail or tracked transportation to link up all the little towns surrounding Harrisburg.”

- “ Better access to public transportation for reaching further communities.”

- “Free transit ridership.”

- **Active Transportation**

- “Pedestrian overpasses and/or tunnels to connect communities divided by interstates and railroads.”

- “Rebuild the failed spans of the Walnut Street Bridge west spans. The failed bridge is an eyesore and reflects poorly on the region.”

- **Interstate**

- “ Widen Interstate-81 to 3 lanes through its length in Cumberland County.”

- “Increase acceleration lanes for on-ramps for Interstate-81.”

- “Add another bridge across the Susquehanna River.”

Public Survey

- **Survey Comments**

- **Safety**

- “To have the ability to get wherever I want, whenever I want, however I want (safely).”

- “ Safety is a priority.”

- “ Reduce speeds and increase enforcement.”

- “ Make communities safer, and less at the mercy of railroads and highways.”

- “ The safety of bus stops along busy roads.”

- **Freight**

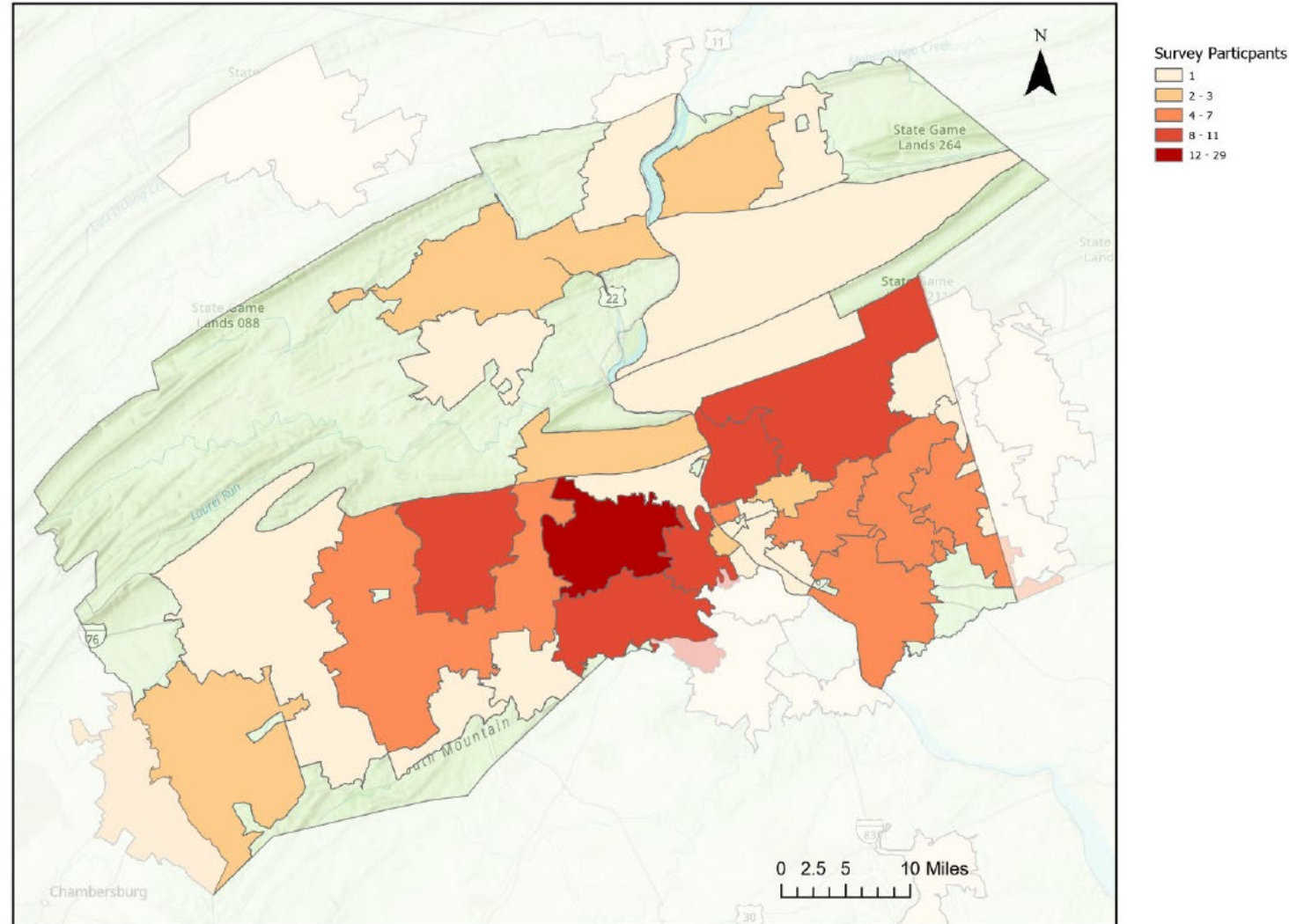
- “ Keep trucks from taking over our roads.”

- “ Vastly increase the use of railroads and vastly decrease the use of trucks moving through our region.”

- “ Have tractor/trailer trucks use their own segregated lane on interstates.”

Public Survey

- Participants' zip codes were mapped in GIS
- Most results were from Camp Hill, New Cumberland, Mechanicsburg, and Harrisburg areas
- Very little response from western Perry, and northern Dauphin County



Public Events

- 10+ public events throughout summer and fall
- Engagement activity using poker chips to simulate a budget

Events included:

- Tour de Belt (*Harrisburg*)
- BrewFest (*Harrisburg*)
- StormFest (*Camp Hill*)
- Perry County Fair Community Fair (*Newport*)
- Cultural Fest (*Harrisburg*)
- New Cumberland Apple Festival (*New Cumberland*)
- Kipona Festival (*Harrisburg*)
- Perry County Township Officials Annual Convention (*Newport*)
- Fort Hunter Day (*Harrisburg*)
- Gratz Fair (*Gratz*)
- Carlisle Farmer's Market (*Carlisle*)
- Fall Furnace Festival (*Pine Grove Furnace State Park*)

- Steering Committee Meeting
- November 21, 2024

Public Events

Each participant was given 10 poker chips and asked:

“If this was a 1 million dollars how would you like the money to be distributed ?”



Safety	Congestion	Asset Management	Mobility & Accessibility	Freight Movement	Transit Access and Facilities	Active Transportation	Land Use & Growth Management	Resiliency & Sustainability	Environmental Justice

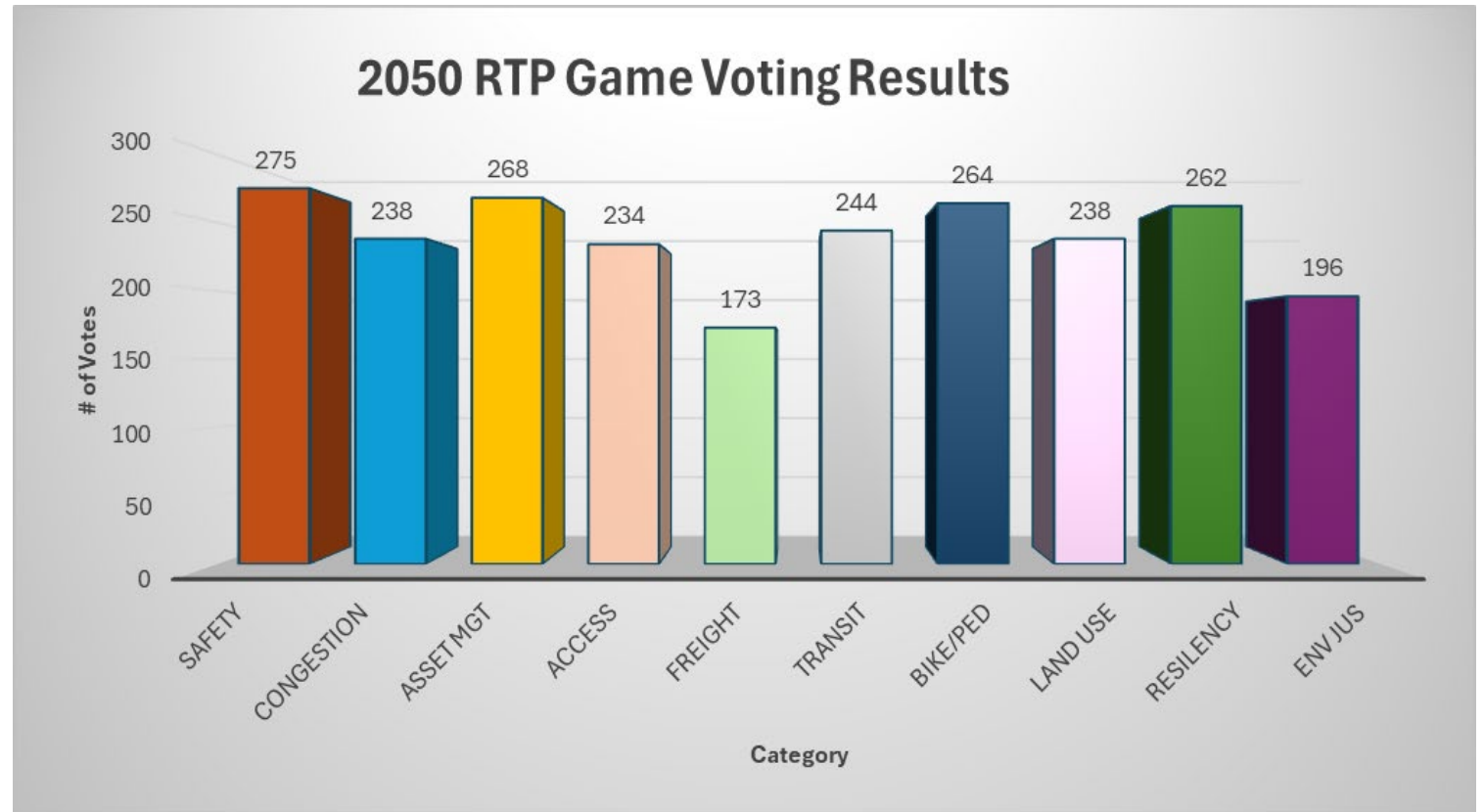


How would you spend your money? Place your tokens in the areas where you would like to spend money.



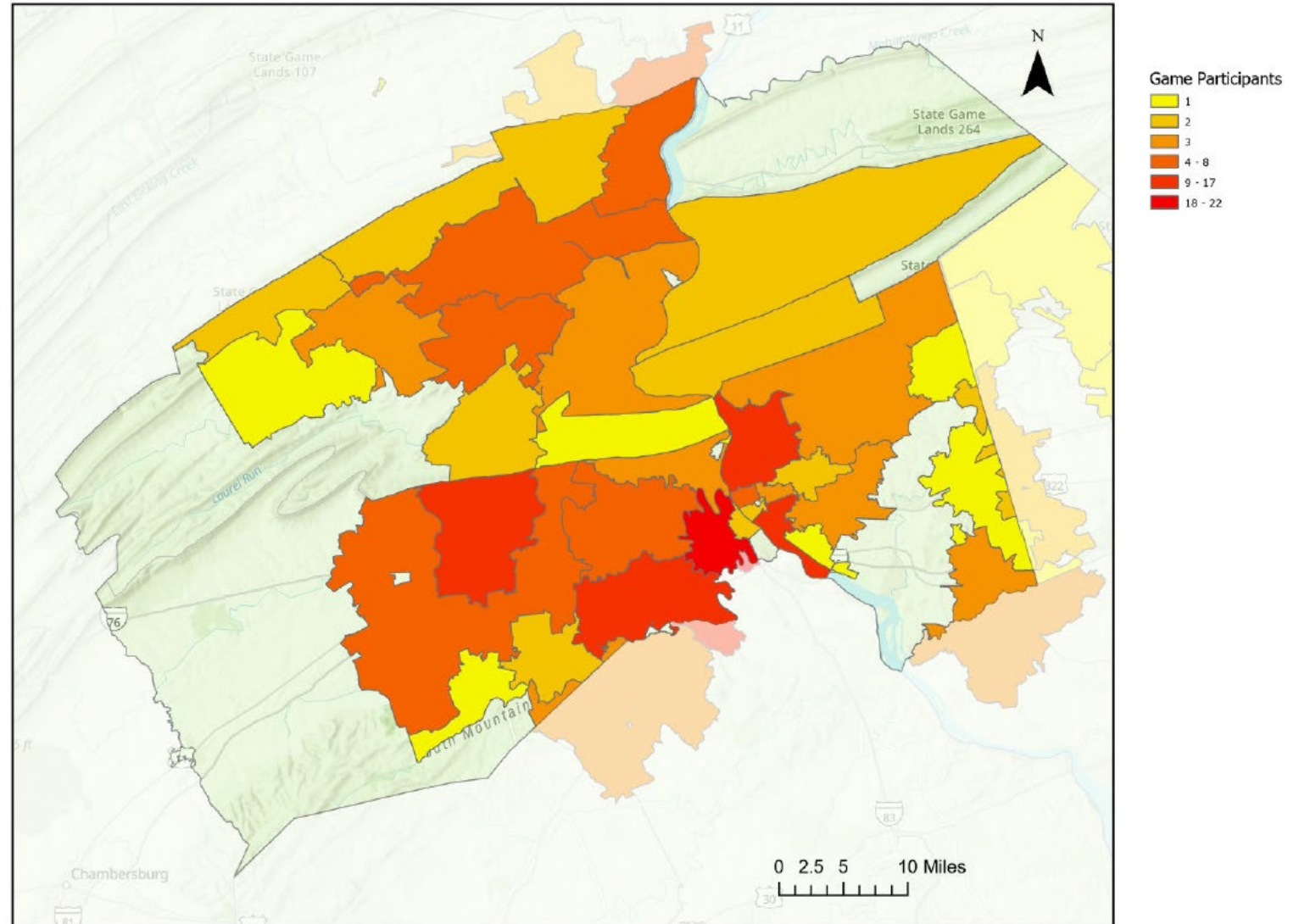
Public Events

- Total participants: **244**
- Top 3
 1. Safety (275)
 2. Asset Management (268)
 3. Bike/Ped (264)



Public Events

- Participants' zip codes were mapped in GIS
- More than ½ of the areas for each county participated in the game
- Most participation came from Carlisle, Mechanicsburg, Camp Hill/New Cumberland, Susquehanna, and Harrisburg areas
- Rural areas in western Perry, Cumberland, and northern Dauphin showed very little to no participation



Combined Public Outreach

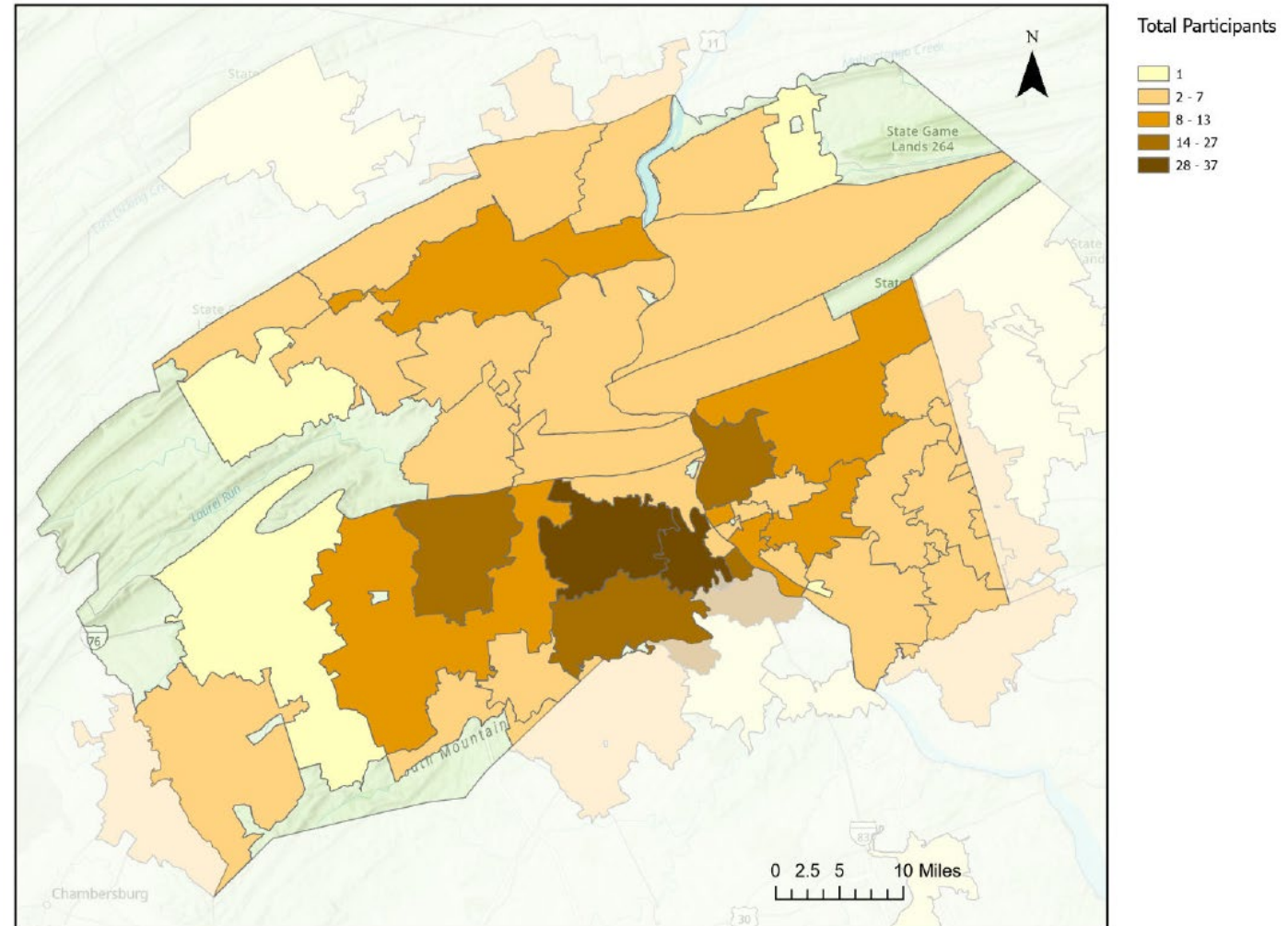
- **Most** important top 2 for public outreach were Safety and Asset Management
- **Less** important bottom 2 for public outreach were Environmental Justice and Freight

Rank	Public Events	Public Survey
1	Safety (275)	Safety (4.6)
2	Asset Management (268)	Asset Management (4.2)
3	Bike/Ped (264)	Congestion (3.9)
4	Resiliency (262)	Bike/Ped (3.9)
5	Transit (244)	Access (3.9)
6	Congestion (238)	Resiliency (3.8)
7	Land Use (238)	Transit (3.7)
8	Access (234)	Land Use (3.5)
9	Environmental Justice (196)	Freight (3.5)
10	Freight (173)	Environmental Justice (3.3)

Combined Public Outreach

- Participants' zip codes were mapped in GIS
- A combined **total of 412** interactions with the public
- **Over 2/3** of the region represented
- Areas with the most participation include Carlisle, Mechanicsburg, Camphill/New Cumberland, and Harrisburg areas

2050 RTP Combined Results

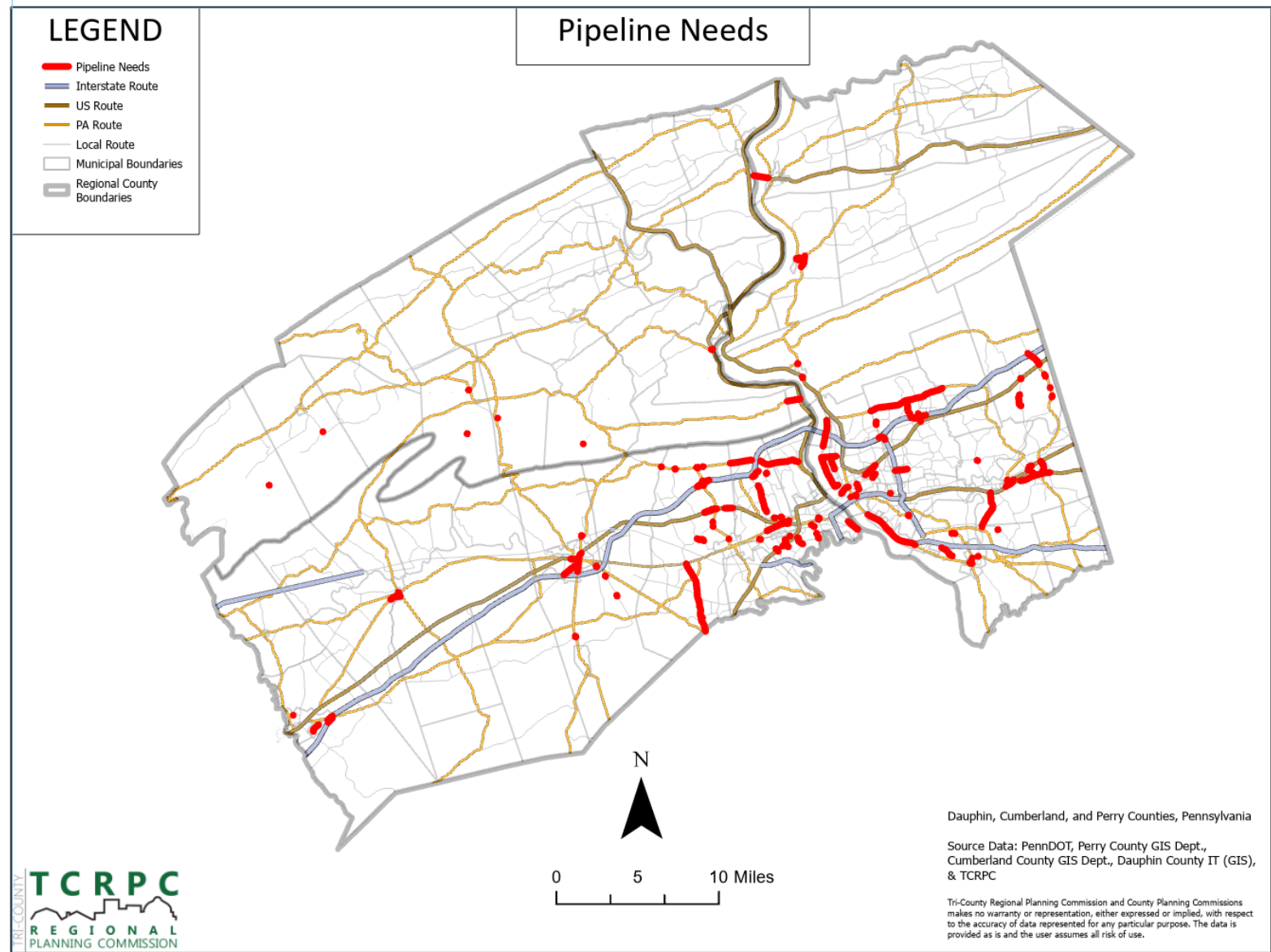


Municipal Input

- Focused on Project Pipeline and Transportation Need Forms
 - 59 Current Pipeline Needs
 - 41 Additional Needs since last RTP update
 - Over 31 municipalities involved
- HATS staff to review for federal fund eligibility
- Meet in fall and winter to finalize Transportation Needs identified on Project Pipeline
 - Scope, cost estimates, planning/design work already started or completed
- Once Project Pipeline is in draft, distribute “Report Cards” for each Transportation Need

Municipal Input

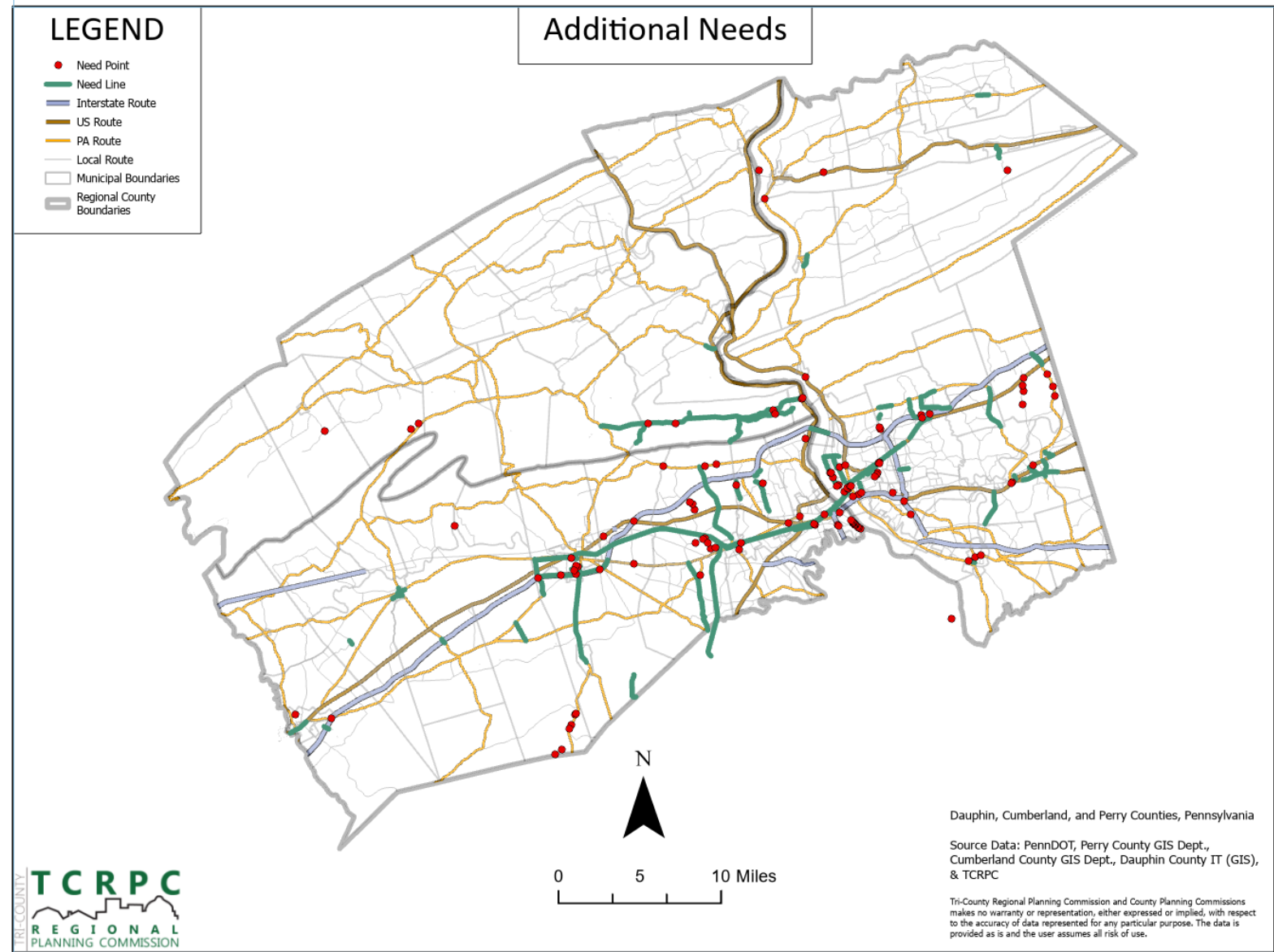
- Pipeline Needs
 - 100 Total
 - 51 Cumberland
 - 41 Dauphin
 - 8 Perry
 - Majority are Safety, Congestion, or Non-Motorized (Bicycle, Pedestrian, etc.) related



Municipality	Location	Brief Desc.	Primary Issue	Long Description
Multiple	Northern Dauphin County along Susquehanna River south of Millersburg	Emergency response concerns due to lack of connectivity	Connectivity	The communities of Northern Dauphin lack access to major highways. This hinders economic growth, job opportunities and emergency response times. A bridge across the Susquehanna River in Upper Paxton Township would cut down commute times, decrease commuter and truck traffic through Halifax/Peters Mountain, increase access to job opportunities, foster economic growth and connect Northern Dauphin with Perry County. The bridge could also connect biking trails on either side of the Susquehanna River. Greater connectivity is needed in this area.
Lower Paxton	I-83 to I-81 Southbound Connection	Safety/Congestion Concerns	Safety	Merging onto I-81 south in the left lanes and having to cross lanes to get to the Progress Ave exit and the Rt 322 exit in a short distance is a safety hazard that could be avoided with an overpass that allows for a right lane merge.
Penbrook	Walnut Street (23rd Street to 32nd Street)	Missing/inadequate shoulders & sidewalks; congestion; poor pedestrian crossing; accessibility	Non-Motorized	There is no buffer between sidewalks and traffic. Sidewalks and lanes are narrow. Street parking is allowed in one lane during certain hours, which leads to last minute merging.
Middletown	Main Street & N Union Street, E Main Street & Vine Street	Safety concerns due to increased truck traffic and congestion	Safety	Main St & Vine intersection has substandard radii for the existing truck traffic. The NW corner signal mast arm support has been hit numerous times. Sidewalk and ADA ramps on north side of Main damaged by truck traffic. Both roadways are State routes. We anticipate a large increase in truck traffic due to the new warehouse projects in the adjoining municipalities. Similar situation at Main & N. Union
Multiple	Former Cumberland Valley Railroad (Carlisle to Harrisburg)	Freight and Transit Access	Transit	With recent historic investments in local/regional passenger rail recently in US by the federal government, including several projects in PA, the time is now to push for the establishment of commuter rail between Carlisle and Harrisburg to (among many benefits) alleviate commuter congestion on I-81, reduce automobile use in light of environmental impacts, encourage denser transit-oriented development and investment in communities along the line, provide greater mobility access and equity, and more.
Lower Paxton	Route 39	Congestion, Safety, Bicycle/Pedestrian facilities	Congestion	Lower Paxton Township is interested in securing funding to implement the recommended improvements associated with the Route 39 Corridor study
Monroe	South Locust Point Road (SR 1007) corridor from West Trindle Road (SR0641) to York Road (SR 0074)	Safety, Freight	Safety	Based on continued growth in the region, the South Locust Point Road corridor has become a cut-through for truck traffic from the Carlisle Pike (Route 11) to Route 15 in Dillsburg. The existing road is narrow and multiple substandard intersections exist along the route in both Silver Spring Township and Monroe Township. Corridor improvements including road widening, horizontal alignment changes at intersections and sight distance improvements at intersections should be evaluated and implemented.

Municipal Input

- Additional Needs/Comments
 - 200+
 - Issues related to Bicycles/Pedestrians, Safety, Congestion, Asset Management, Freight, Transit, Accessibility, Sustainability, and Resiliency



Municipal Input

- Additional Comments

“Need better signage to direct truck traffic to appropriate exits, routes, detours.”

“No paths or shoulder width for biking and walking so these modes use the vehicular travel lane.”

“Need protected bicycle infrastructure to connect residents/communities, workers, and amenities.”

“Safety Improvements and Traffic Calming”

“Enforce speed limits”

Moving forward...

Public Outreach

- Quantitative results to be considered in Project Pipeline weighting
- Qualitative results to be included throughout plan, where appropriate

Municipal Outreach

- Meetings to review submitted Transportation Needs and other comments

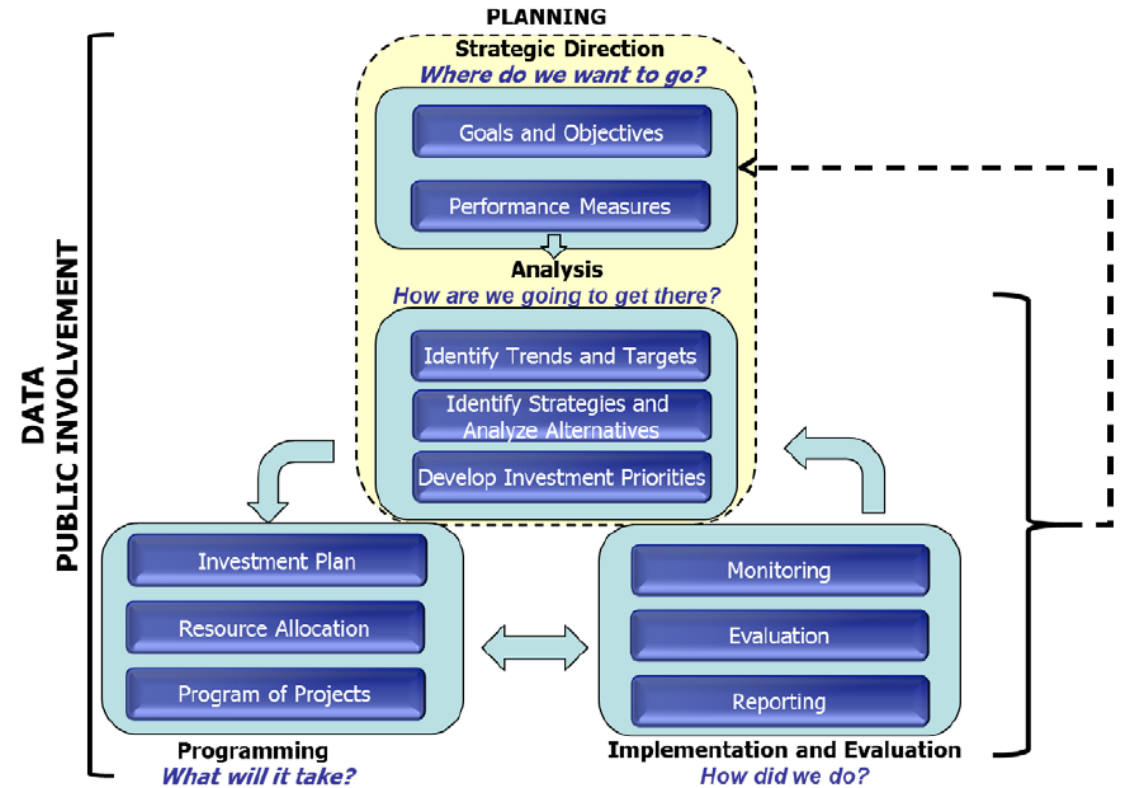
Stakeholder Meetings

- Held for select FOCUS AREAS
- Focus on overview of CONDITIONS and review of draft ISSUES and ACTIONS
- Freight Focus Group scheduled for December 18

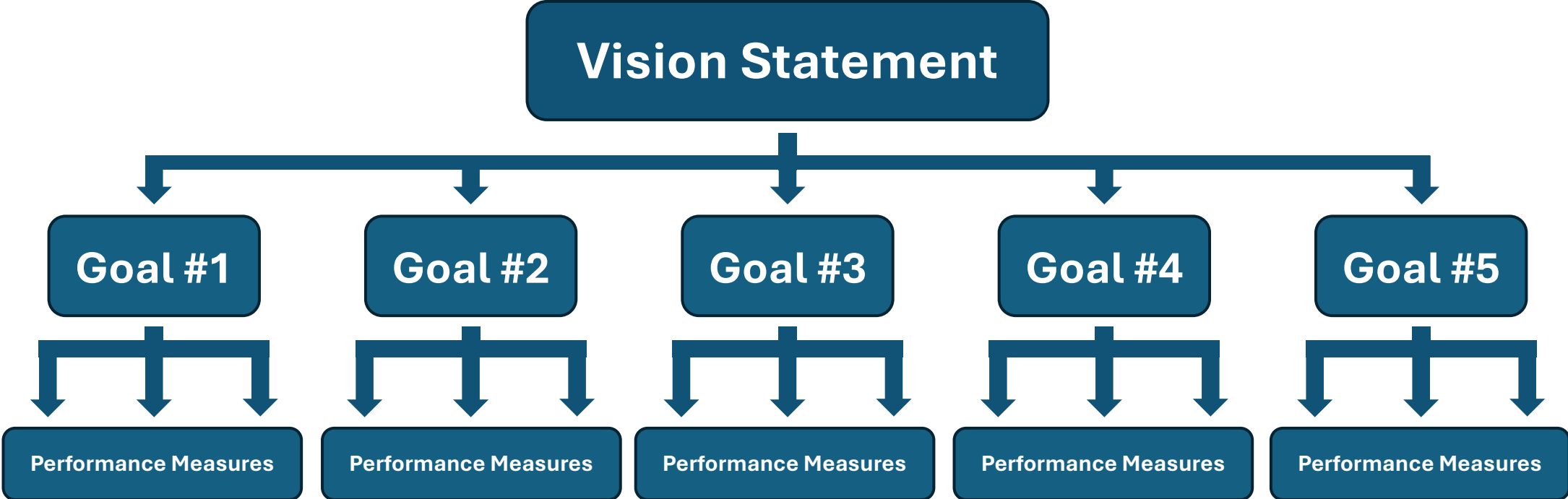
Performance Based Planning & Programming

“...the application of performance management within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the multimodal transportation system.”

- FHWA PBPP Guidebook



Performance Based Planning & Programming



Performance Based Planning & Programming

Example Goal Consistency Table					
SUBTITLE	Goal 1	Goal 2	Goal 3	Goal 4	Goal 5
Action 1 - Safety	●	●			●
Action 2 - Safety	●				
Action 3 - Safety		●		●	●
Action 4 - Asset Mgmt	●				
Action 5 - Asset Mgmt	●	●			●
Action 6 - Asset Mgmt			●		
Action 7 - Congestion	●				
Action 8 - Congestion		●	●		●
Action 9 - Congestion	●				
Action 10 - Active Transportation				●	●
Action 11 - Active Transportation		●	●		
Action 12 - Active Transportation				●	
Action 13 - Transit	●	●			
Action 14 - Transit				●	
Action 15 - Transit			●		
Action 16 - Land Use	●	●			●
Action 17 - Land Use			●		
Action 18 - Mobility & Accessibility					●

Federal Planning Factors

1. Support the **economic vitality** of the metropolitan area, especially by enabling **global competitiveness, productivity, and efficiency**
2. Increase the **safety** of the transportation system for motorized and non-motorized users
3. Increase the **security** of the transportation system for motorized and non-motorized users
4. Increase **accessibility and mobility** of people and freight
5. 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**

(23 CFR 450.306(b))

Federal Planning Factors

6. Enhance **the integration and connectivity** of the transportation system, **across and between modes**, for people and freight
7. Promote **efficient system management and operation**
8. Emphasize the **preservation of the existing transportation system**
9. Improve the **resiliency and reliability** of the transportation system and reduce or mitigate **stormwater impacts** of surface transportation
10. Enhance **travel and tourism**

(23 CFR 450.306(b))

HATS 2050 RTP Vision

Our region's transportation system should be...

Our region's transportation system should provide...

Our region's transportation system should avoid...

Our region's transportation system should focus on...

Our region's transportation system should support...

Our region's transportation system should enable...



HATS 2050 RTP Vision

Our region's transportation system should be...



Our region's transportation system should provide...



HATS 2050 RTP Vision

Our region's transportation system should avoid...



Our region's transportation system should focus on...



HATS 2050 RTP Vision

Our region's transportation system should support...



Our region's transportation system should provide...



HATS 2050 RTP Vision

ALL USERS & ALL MODES				ECONOMIC AND COMMUNITY DEVELOPMENT		SYSTEM FUNCTIONALITY			SAFETY	SUSTAINABILITY AND RESILIENCY
Accessibility	Affordability	Environmental Justice	Active Transportation / Alternative Modes of Transportation	Freight	Growth	Connectivity	Efficiency	Reliability	Safety	Sustainability
Accessible	affordable	Anyone in need	bicycle focused	Delivery of goods	Economic development	community connections	efficiency	reliability	Safe	Sustainability
access	affordable	Benefits for all	bicycles	Freight	economic growth	connected	efficiency	Reliable	Safe	Sustainability
Access	affordable Service	clean environment	Bike ped needs	Local commerce	Economic growth	Connections	Efficiency	reliable	safe	Sustainability
access to employment	cost effectiveness	equitable	Car Optional	Movement of goods	Economic growth	Connectivity	Efficiency	Reliable	safe	Sustainability
access to healthcare		equitable	For all users	regional through traffic	Economic growth	Connectivity	Efficient	reliable	safe	Sustainable
access to healthy food		equity	not just cars	Movement of Goods	Economic_Development	Integrated	efficient	on time	safety	sustainable development
access to work		opportunities	pedestrian focused		Future regional growth	West Shore movement	Efficient	timeliness	safety	Resilience
accessibility		Opportunity	pedestrians		Growth	consistent	Smooth flowing	seamless	safety	Resilient
accessibility		opportunity	public transportation		Smart growth	consistent network	Smooth	maintain existing assets	safety	Electric
accessible		opportunity	transit		Local planning		Smooth	easy to use	safety	
accessible		opportunity	transit focused		Planned		smooth movement	easy	safety	
accessible		opportunity for all	all modes of travel		Planned		Free Flowing		Safety	
		Options	mobility		Evolving		Maintenance		Improvements	
		Public services	mobility options		Future technologies		Maintenance		Secondary Road Upgrades	
		quality of life	Multimodal		future-ready					
		Underserved communities	Multimodal		Forward thinking					
		upward mobility	Multimodal						Resurfacing roads	
		All users	transit						Law enforcement	
		All users	Transit connections						Emergency access	
			Transit connections							
			Transportation options							
			Variety							

HATS 2050 RTP Vision

Our region's transportation system will accommodate **all users and all modes**, while supporting **safe, functional**, and **resilient** communities with opportunities for **sustainable economic growth and development**.

HATS 2050 RTP Goals

ALL USERS AND MODES

Expand options and improve the transportation system's performance and operation for all modes and all users.

Possible Performance Measures:

Miles/linear feet of non-motorized facilities constructed

Transit ridership (bus and rail)

Non-Interstate Investments in EJ communities

Bike and Pedestrian Counts

HATS 2050 RTP Goals

SAFETY

Improve safety and security across all aspects of the transportation system, with a particular focus on eliminating traffic fatalities and serious injuries.

Performance Measures:

Traffic Fatalities & Rate (PM-1)

Traffic Serious Injuries & Rate (PM-1)

Vulnerable Road User Fatalities & Serious Injuries (PM-1)

DUI Crashes & Roadway Departure Crashes

HATS 2050 RTP Goals

SYSTEM FUNCTIONALITY

Maintain and preserve the region's existing roads and bridges as an efficient, connected and reliable transportation system.

Performance Measures:

Pavement Condition (PM-2)

Bridge Condition (PM-2)

Percent of Person-miles Traveled on the Interstate System/Non-Interstate NHS that are Reliable (PM-3)

Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita (PM-3)

HATS 2050 RTP Goals

ECONOMIC & COMMUNITY DEVELOPMENT

Support economic and commerce opportunities to enable vibrant, complementary growth and development of the region's communities and industries.

Performance Measures:

Interstate System Truck Travel Time Reliability Index (PM-3)

Percent Non-Single Occupant Vehicle (SOV) Travel (PM-3)

GDP/Employment Growth

HATS 2050 RTP Goals

SUSTAINABILITY AND RESILIENCY

Minimize impacts on the region's natural and cultural resources and reduce vulnerability to natural disasters and extreme weather events.

Performance Measures:

Improving Air Quality measures (GHG, PM2.5, NOx, OZONE)

On-Road Mobile Source Emissions Reduction for CMAQ-funded Projects (PM-3)

Water quality/Impaired waterways

Facilities impacted/closed by weather events

Federal Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency (**ECONOMIC & COMMUNITY DEVELOPMENT**)
2. Increase the safety of the transportation system for motorized and non-motorized users (**SAFETY, ALL MODES & ALL USERS**)
3. Increase the security of the transportation system for motorized and non-motorized users (**SAFETY, ALL MODES & ALL USERS**)
4. Increase accessibility and mobility of people and freight (**ECONOMIC & COMMUNITY DEVELOPMENT, ALL MODES & ALL USERS**)
5. 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 (**SUSTAINABILITY & RESILIENCY, ECONOMIC & COMMUNITY DEVELOPMENT**)

Federal Planning Factors

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight (**ECONOMIC & COMMUNITY DEVELOPMENT, ALL MODES & ALL USERS**)
7. Promote efficient system management and operation (**SYSTEM FUNCTIONALITY**)
8. Emphasize the preservation of the existing transportation system (**SYSTEM FUNCTIONALITY**)
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation (**RESILIENCY & SUSTAINABILITY**)
10. Enhance travel and tourism (**ECONOMIC & COMMUNITY DEVELOPMENT**)

(23 CFR 450.306(b))

Upcoming Steering Committee meetings

Early January 2025

Weighting the FOCUS AREAS for the Project Pipeline

Late February 2025

Finalizing the Transportation Needs to be included

Late March 2025

Finalizing Prioritized Project Pipeline

Timeline/Key Milestones

April 2024

- Kick-off meeting
- Steering Committee and Focus Group updates

Summer 2024

- Public and Municipal Outreach begins
- Public Event attendance

Fall 2024

- Municipal meetings re: Pipeline Needs
- Focus Group meetings

Winter 2025

- Begin drafting updated text and mapping resources

March/April 2025

- Fiscal Constraint/Pipeline Revisions finalized
- Air Quality Conformity analysis run

July/August 2025

- Public Comment Period

September 2025

- HATS Adoption and transmittal to PennDOT

Thank you!

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