

# HARRISBURG AREA TRANSPORTATION STUDY

PLANNING STAFF OFFICE: TRI-COUNTY REGIONAL PLANNING COMMISSION  
320 MARKET ST., SUITE 301E, HARRISBURG, PA 17101-2015  
(717) 234-2639  
PLANNING@TCRPC-PA.ORG

HATS Coordinating Committee Meeting  
Friday, December 20, 2024 - 9:00 A.M.

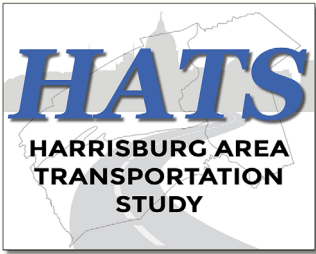
## AGENDA

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) Coordinating Committee – September 27, 2024 (*action*)
  - b) Technical Committee – December 6, 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 28, 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 31 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 48, 54, 56 & 60 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 on page 59 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 (10<sup>th</sup> 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. 61) and enclosure (pg. 64).

*The HATS Technical Committee recommend adoption of the statewide Performance Measure Targets for PM-1. Formal action from the Coordinating Committee is requested.*

### **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 65. For more information, please contact [Diane Myers-Krug](#).

*The HATS Technical Committee recommend adoption of the FY 2025-2027 Unified Planning Work Program. Formal action from the Coordinating Committee is requested.*

#### **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 incorporated 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.

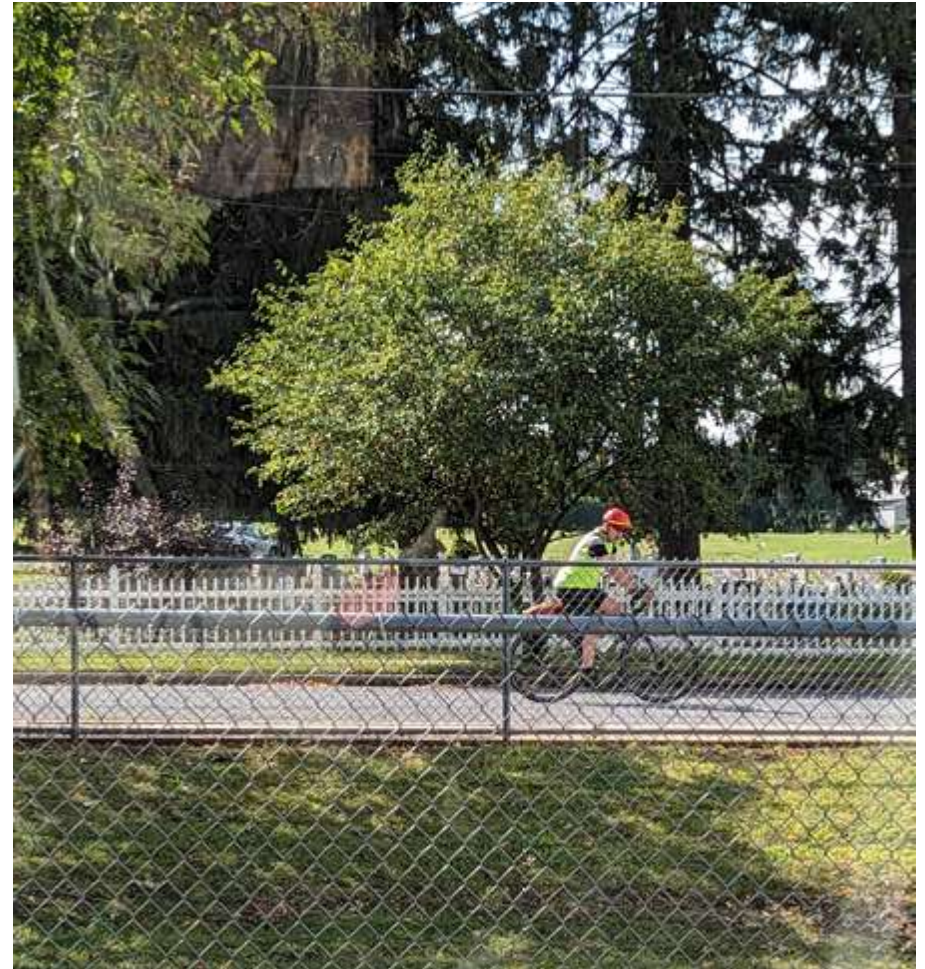
The November 21 Steering Committee meeting presentation is included in the meeting packet, beginning on page 102. For any questions or requests for more information, please contact [Andrew Bomberger](#).

# 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.



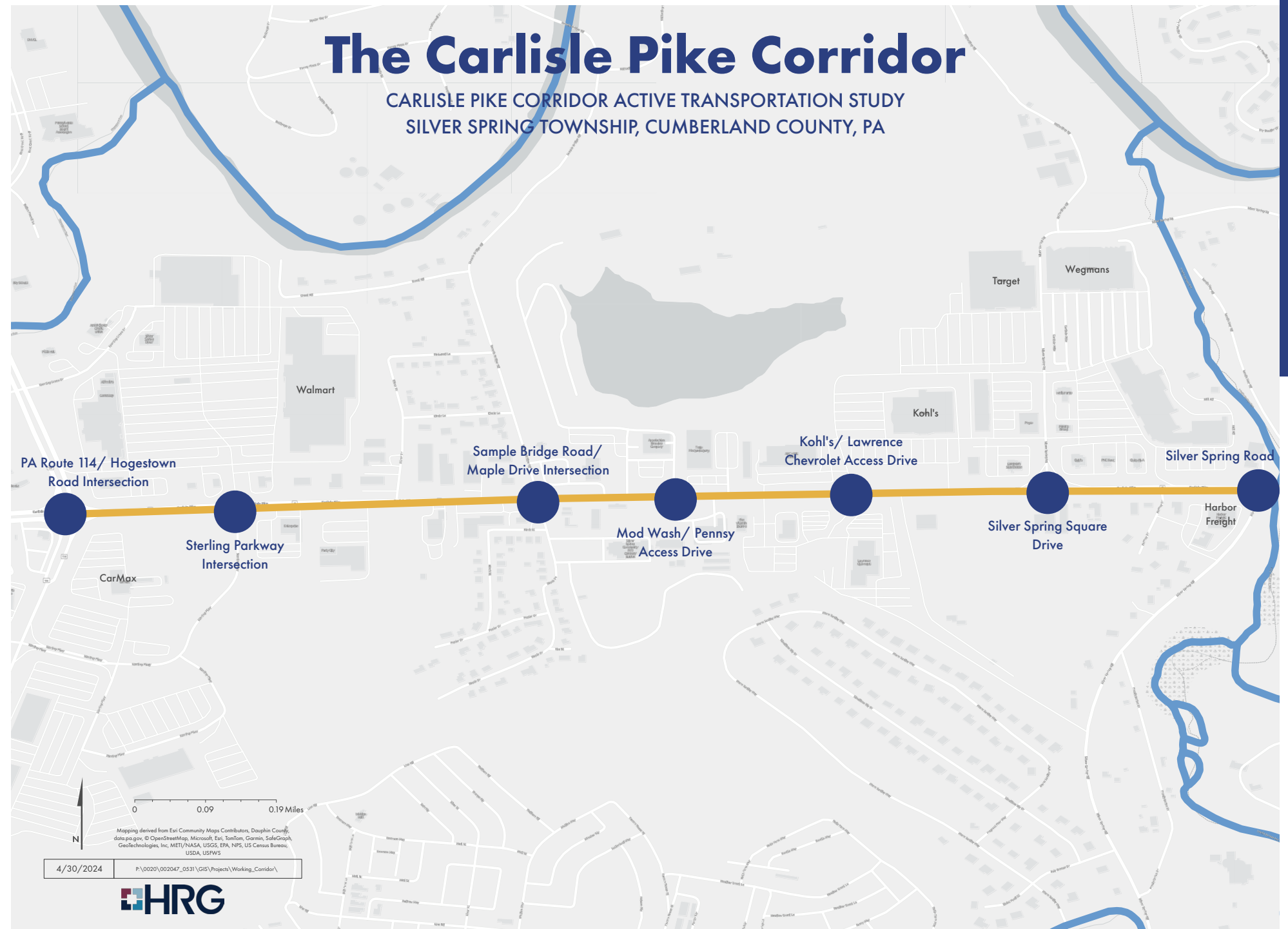
Existing non-motorized infrastructure at Quarry Rd. and Division St.

# 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**  
**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 (10<sup>th</sup> 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 4<sup>th</sup> 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 31<sup>st</sup>. 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
<b>Coordinating Committee Officers</b>	
Jeff Haste, Chairman	Dauphin County
Commissioner Brenda Watson, Vice-Chair	Perry County
Commissioner Jean Foschi, Secretary	Cumberland County
<b>Coordinating Committee Members</b>	
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
<b>Other Attendees</b>	
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

**H A T S**  
**Technical Committee Meeting**  
Meeting #330  
December 6, 2024  
9:00 AM  
DRAFT

**1. Welcome and Introductions**

The December 6, 2024 HATS Technical Committee meeting began at 9:00 AM. Mr. Bomberger 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. Presentations**

**a. Hummelstown Borough Active Transportation Plan**

Ms. Ludwig and Ms. Morgan presented information on the Hummelstown Borough Active Transportation Plan which 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.

**b. Carlisle Pike Alternative Transportation Feasibility Study**

Ms. Ludwig and Ms. Morgan presented information on the Carlisle Pike Alternative Transportation Feasibility Study. 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. It was adopted by the Silver Spring Township Board of Supervisors at their November 20, 2024 meeting.

### **3. Meeting Minutes**

#### **a. Technical Committee – September 13, 2024**

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

#### **b. Coordinating Committee – September 27, 2024**

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

### **4. TIP Modifications (FFY 2025-2028)**

#### **a. Administrative Actions**

Mr. Puher provided the following overview of the administrative modifications made to the FFY 2025-2028 Highway/Bridge TIP since the September HATS meetings:

- 55 total actions
  - 2 increased funding
  - 4 decreased funding
  - 16 adding/removing phases
  - 17 cashflow/changing funding source
  - 16 reserve line items/deobligations

Highlights of the administrative modifications included the following:

- Laudermilch Road Bridge (MPMS 47519)
  - Adding the CON phase of Laudermilch Road Bridge in FFY 2025 for \$986,797 for additional construction inspection costs.
  - This project consists of a bridge replacement on SR 2012 (Laudermilch Road) over Conrail Railroad in Derry Township, Dauphin County.
  - This project was let on March 2, 2023.
- Elizabethtown Rd Resurfacing (MPMS 113283)

- Adding the PE phase of Elizabethtown Rd Resurfacing in FFY 2025 for \$541,478. This is to cover changes in scope due to level of effort needed for pipe replacements and supporting design work.
- This project may consist of resurfacing on Fishburn Rd (SR 743) from Cocoa Ave to Conewago Creek in Derry and Conewago Townships, Dauphin County.
- This project has a current estimated let date of Oct. 1, 2026.
- American Ex-POW Mem Hwy (MPMS 88314)
  - Decreasing the CON phase of American Ex-POW Mem Hwy in FFY 2026/2027 for \$7,476,205 to the low bid amount.
  - This project consists of concrete patching, diamond grinding and replacement of two CAVC locations on PA 581 from I-81 to US 11/15 in East Pennsboro, Hampden and Lower Allen Townships, Camp Hill and Lemoyne Boroughs, Cumberland County.
  - This project was let on Nov. 7, 2024.

**b. Amendments**

Mr. Mullins proposed four new amendments to the FFY 2025-2028 Highway/Bridge TIP:

- Market St Bridge West (MPMS 93176)
  - Action: Adding the FD phase of Market St Bridge West in FFY 2025/2026 for \$2,904,000 to the current estimate.
  - Narrative: 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.
- Market St Bridge East (MPMS 93177)
  - Action: Adding the FD phase of Market St Bridge East in FFY 2025/2026 for \$3,700,000 to the current estimate.
  - Narrative: 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.
- SR 3010 (Paxton Street) Resurfacing (MPMS 121399)
  - Action: Adding the CON phase of SR 3010 (Paxton Street) Resurfacing in FFY 2025 for \$1,375,000 to the current estimate.
  - Narrative: This project consists of a resurfacing on SR 3010 (Paxton Street) from 20th Street to Mall Road in Swatara Township and Harrisburg City, Dauphin County.
- Paxtang Parkway Trail Restoration Phase 3 TASA (MPMS 121487)

- Action: Adding the CON phase of Paxtang Parkway Trail Restoration Phase 3 TASA in FFY 2026/2027 for \$1,435,400 to the current estimate.
- Narrative: This project consists of a trail restoration on the Paxtang Parkway from 0.45 miles south of Market Street to the Derry Street trailhead in Paxtang Borough and Susquehanna Township, Dauphin County.
- This project is estimated to let in late CY 2026/ early CY 2027.

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

**c. TYP Modifications**

Mr. Mullins presented additional modifications to the FFY 2025-2036 TYP and FFY 2025-2028 TIP.

- Market St Bridge West (MPMS 93176)
  - Increasing the CON phase of Market St Bridge West in FFY 2029/2030/2031 for \$25,986,978 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.
- Market St Bridge East (MPMS 93177)
  - Increasing the CON phase of Market St Bridge East in FFY 2029/2030/2031 for \$45,281,825 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.
- Market and 6th St (MPMS 118787)
  - Adding the CON phase of Market and 6th St in FFY 2025 for \$1,756,963 to the current estimate.
  - This project consists of the reconstruction of Market & N. 6th Street in Newport Borough, Perry County.
  - This project has a current estimated let date of March 12, 2026.
- Scheaffers Valley Rd Resurfacing (MPMS 108605)
  - Increasing the CON phase of Scheaffers Valley Rd Resf in FFY 2026 for \$2,320,168 to the current estimate.
  - This project consists of a resurfacing on SR 233 (Scheaffers Valley Road) from the Cumberland County Line to SR 850 (Montour Road) in Madison and Tyrone Township and Landisburg Borough, Perry County.
  - This project has a current estimated let date of July 24, 2025.
- PA 34 Spring Rd Resurface (MPMS 122258)

- Adding the CON phase of PA 34 Spring Rd Resurface in FFY 2026/2027 for \$6,050,000 to the current estimate.
- This project was broken out of MPMS 114321 PA 34 Safety Improvements and Resurfacing.
- This project may consist of a resurface on PA 34 (Spring Road) from PA 850 (Valley Road) to approximately 800 feet north of the Carroll Township Elementary School Driveway in Carroll Township, Perry County.
- This project has a current estimated let date of May 21, 2026.

## **5. Program and Plan Updates**

### **a. Bike-Ped Update**

Mr. Bomberger shared that, 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. Development of the HATS Active Transportation Plan is in the process of wrapping up. Adoption is anticipated for the February HATS meetings.

### **b. Operations and Safety**

Mr. Warner stated that the HATS Safety Action Plan was officially adopted at the September Coordinating Committee Meeting. The full plan and a high-level executive summary of the plan with interactive mapping, the Safety Action Plan Story Map is available on TCRPC's website. 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.

**c. PM-1 Safety Target Setting**

Mr. Warner stated that 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. Data shows that the HATS region has generally shown a decrease in fatal and suspected serious injury crashes over the past several years. A motion is requested to either recommend accepting PennDOT's targets for 2025 or adopt a different target for the region. HATS staff recommends accepting PennDOT's targets.

Mr. Green commended HATS and PennDOT District 8-0 for their work to reduce crashes and increase safety in the region.

Mr. Stoner made the motion to recommend accepting PennDOT's targets. Mr. Turner seconded the motion and it was unanimously approved.

**d. 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 was asked that comments on the draft UPWP be submitted to HATS staff by October 4<sup>th</sup> to be incorporated in a final draft for review by FHWA and FTA. Comments from both agencies were incorporated into a finalized document ready for adoption.

Mr. Mullins made a motion to recommend adoption of the FY 2025-2027 Unified Planning Work Program. Mr. Stoner seconded the motion and it was unanimously approved.

#### **e. HATS 2050 Regional Transportation Plan**

Mr. Bomberger shared that, 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 incorporated 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. Adoption of the HATS 2050 RTP is anticipated for September 2025.

### **6. Project Development Process**

#### **a. Project Pipeline**

Mr. Bomberger stated that transportation needs have been collected from over 30 municipalities. Needs will be reviewed and evaluated over the next few months. Members of both the HATS Technical and Coordinating committees are welcome to attend the RTP Steering Committee meetings.

#### **b. Projects in Development**

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

- Clarks Ferry Bridge PM/Clarks Ferry Interim Repairs (MPMS 93178/119484)
  - MPMS 93178/MPMS 119484 – Design field view submission for the Clark's Ferry Bridge has been submitted for District review, continuing to coordinate with Riverlands (106554) project on items such as the Environmental Assessment, traffic control plan, next public meeting.
  - Project #119484 interim repairs is finishing up construction target February of 2025.
- Riverlands Safety Implementation (MPMS 106554)
  - Archeology Phase 1, 2 working on comments from the district, continuing the Environmental Assessment (EA) process, advancing design field view

submission, preliminary right of way plan, drainage design and traffic control.

- Coordinating with Clark's Ferry (MPMS 93178).
- Lemoyne Bottleneck Improvements (MPMS 114202)
  - Through continued coordination efforts with NSRR for their independent track relocation project across Market Street (anticipated 2025), they will be removing the bridge deck and west side bridge abutment from their Western RR Bridge (closest to 3rd Street).
    - A retaining wall will be built in place of the west side abutment. Their Central RR Bridge will be fully replaced with abutments further offset from the roadway and a bridge deck slightly raised.
    - The Eastern RR Bridge (closest to Front Street) will remain unchanged.
    - The combination of the west side NSRR improvements, including shaving of the embankment area provides the extra functional width to build shared use paths on each side of the roadway.
  - The design consists of 3 – 11' lanes (2 WB and 1 NB), 3' shoulders, 2- 8' shared use paths on each side of road and connecting into the proposed Market Street Bridge and Utility Bridge.
    - The three-lane section of roadway connects into the future 3 lane striped section of the MS Bridge typical.
  - Coordination and refinements continues with the Market Street Bridge and Norfolk Southern Project teams.
  - Numerous field visits occurred for additional data needs, including drainage feature exploration/video inspection.
  - Design Field View milestone occurred on December 2, 2024. These Plans were shared with NSRR and a determination of PUC involvement is pending.
  - An NPDES permit is anticipated based on slightly more than 1 acre of earth disturbance.
  - Environmental Clearance is anticipated in late December 2024, followed by the Final Design Phase commencing.
  - Current estimated let date is 01/08/2026, subject to change. Construction may require a 2-year duration (TBD).
- Sporting Hill Turn Lanes (MPMS 114315)
  - Preliminary Engineering of the preferred alternative started 9/18/24.
  - The Line, Grade, and Typical Section submission is being prepared and the survey is being updated to show the new PP&L Pole locations.
  - Conceptual Bike/Ped Trail submission is being reviewed by the District with HATS/NSA/Township coordination to follow.

- Existing stormwater information requested from Hampden Township.
- Environmental Clearance Target Date is 1/31/26.
- Let Date 6/24/27.
- Middletown Road Safety and Congestion Improvement (MPMS 116786)
  - Environmental/cultural resources field work and tasks completed in November 2024
  - Traffic Analysis and Alternatives development is ongoing
  - Primary public involvement and public meeting is anticipated in summer 2025
  - Current estimated let date is 12/16/27. A multi-year construction duration is anticipated.
- Phase II Streetscape Improvements – 3<sup>rd</sup> St (Lemoyne) (MPMS 119304)
  - We're in the early stages of preliminary design. The survey is complete and we're working though items like the design criteria matrix and safety review and beginning to lay out the proposed features.
  - Current estimated let date 3/25/2027.
  - Alternative 1 selected and approved by the District and Municipality
  - Engineering & Environmental scoping field view schedule 12/9/24.
  - Progressing through preliminary engineering.
- Center and 21<sup>st</sup> Street Intersection (MPMS 114319)
  - Alternative 1 selected and approved by the District and Municipality
  - Engineering & Environmental scoping field view schedule 12/9/24.
  - Progressing through preliminary engineering.
- I-81 Auxiliary Lanes (MPMS 117799)
  - Continuing on revising traffic modeling and alternatives.

## 7. Status Report

### **PennDOT**

Mr. Mullins stated that PennDOT District 8-0 and PennDOT Central Office will be starting bi-annual TIP reviews with their planning partners. They will have their first TIP review with HATS staff in February.

### **SRTP**

Mr. Boyer provided an update on their monthly ridership statistics. He also gave a brief overview of their current outreach programs.

### **Legislators**

Mr. Fulponi shared comments and concerns regarding connectivity issues in upper Dauphin County in light of recent road closures due to flooding and accidents. He also mentioned the need for some short-term solutions or studies as well as the potential long term need for a new bridge spanning the Susquehanna River.

### **Cumberland**

Mr. Hoffman noted that he and HATS staff met with members of the Amish and Mennonite communities to get their input on transportation issues in their areas.

Mr. Bomberger shared the importance of getting feedback from these communities and mentioned that many of the strategies used for bike/ped planning can be applied in these areas.

### **8. Other Business**

Mr. Bomberger shared the HATS meeting dates for 2025.

### **9. Adjournment**

Mr. Green moved to adjourn. Mr. Mullins seconded the motion and it was unanimously approved.

The meeting was adjourned at 10:52 am.

Next meeting is scheduled for February 14, 2025.

## ATTENDANCE

### Harrisburg Area Transportation Study Technical Committee Meeting December 6, 2024

Name	Affiliation
<b>Technical Committee Officers</b>	
Andrew Bomberger, AICP, Chairman	HATS Planning Staff
Diane Myers-Krug, AICP, Vice-Chair	HATS Planning Staff
<b>Technical Committee Members</b>	
John Owen	Cumberland County
Kirk Stoner	Cumberland County
Dan Robinson	Dauphin County
Jim Turner	Perry County
Geoffrey Knight	City of Harrisburg
Beth Nidam	SRTA
Ray Green	PennDOT Central Office
Carey Mullins	PennDOT District 8-0
<b>Other Attendees</b>	
Ted Sheeche	PennDOT Central Office
Jeff Puher	PennDOT District 8-0
Kyle Snyder	PennDOT District 8-0
Tanner Stroup	HATS Planning Staff
Ben Warner	HATS Planning Staff
Steve Hoffman	Cumberland County
Ray Palmer	Cumberland County
John Fulponi	PA Senate staff
Andrew Dudziak	PA House staff
Matt Boyer	SRTP
Ross Willard	Recycle Bicycle
Laura Ludwig	HRG
Lauren Zumbrun	HRG
Lori Morgan	HRG
Ryan Hostetter	HRG
Brian Funkhouser	MBI
Brian Kimmett	RTC
Jim Buckheit	Bicycle South Central PA
William Peterson	Center for Community Building
Amanda Seibert	Lemoyne Borough
Sara Gibson	Camp Hill Borough









**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													
<b>Program Summary - Net Changes</b>				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	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										9,708,334			1,625,493					
				After	STP											2,662,137								
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								633,412									
				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									633,412								
				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					
<b>Program Summary - Net Changes</b>				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	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										
<b>Before Totals</b>						\$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.		
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
<b>After Totals</b>						\$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			
<b>Before Totals</b>						\$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.
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<b>After Totals</b>						\$6,187,314	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000	\$0	\$0	

NOTES

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						
<b>Before Totals</b>						\$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.	
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
<b>After Totals</b>						\$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							
<b>Before Totals</b>						\$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.	
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
<b>After Totals</b>						\$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											
<b>Before Totals</b>						\$16,928,682	\$0	\$0	\$156,458	\$0	\$0	\$451,628	\$0	\$0	\$55,000	\$0	\$0	Actions do not affect air quality conformity.
<b>Adjustment Totals</b>						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
<b>After Totals</b>						\$16,928,682	\$0	\$0	\$156,458	\$0	\$0	\$451,628	\$0	\$0	\$55,000	\$0	\$0	

**NOTES**

FFY 2025-2028 TIP MODIFICATIONS FORM

HATS																			Informed Coordinating Committee: 12/20/24			Informed Technical Committee: n/a		
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	Middletown Rd Safety and Congestion Impr	116786	FD	Before	STU		820,000													Increasing the FD phase of Middletown Rd Safety and Congestion Impr in FFY 2025/2026 for \$930,000. This increase is proportional to the PE scope of work based on anticipated level of effort and complexity. This project consists of congestion relief on Middletown Road (SR 2003) from SR 283 to SR 322 in Derry and Londonderry Townships, Dauphin County. This project has a current estimated let date of Dec. 16, 2027.				
	Adjust			STU		505,189				424,811														
	After			STU		1,325,189				424,811														
2	Middletown Rd Safety and Congestion Impr	116786	UTL	Before																Adding the UTL phase of Middletown Rd Safety and Congestion Impr in FFY 2026 for \$80,000 to the current estimate. This project consists of congestion relief on Middletown Road (SR 2003) from SR 283 to SR 322 in Derry and Londonderry Townships, Dauphin County. This project has a current estimated let date of Dec. 16, 2027.				
	Adjust			STU					80,000															
	After			STU					80,000															
3	Middletown Rd Safety and Congestion Impr	116786	ROW	Before																Adding the ROW phase of Middletown Rd Safety and Congestion Impr in FFY 2026/2027 for \$875,000 to the current estimate. This project consists of congestion relief on Middletown Road (SR 2003) from SR 283 to SR 322 in Derry and Londonderry Townships, Dauphin County. This project has a current estimated let date of Dec. 16, 2027.				
	Adjust			STU					132,597					742,403										
	After			STU					132,597					742,403										
4	STU Reserve Line Item	88068	CON	Before	STU		505,189			637,408			899,999							This is a reserve line item.				
	Adjust			STU		-505,189			-637,408				-742,403											
	After			STU									157,596											
				Before FFY Totals		1,325,189	0	0	637,408	0	0	899,999	0	0	0	0	0	0	0					
<b>Program Summary - Net Changes</b>				Adjustments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
				After FFY Totals		1,325,189	0	0	637,408	0	0	899,999	0	0	0	0	0	0	0	0				

FFY 2025-2028 TIP MODIFICATIONS FORM

HATS																	Informed Coordinating Committee:			FFY 2029 & >	Remarks
Administrative Modifications - Highway																	Informed Technical Committee:				
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.			
1	PA 34 Spring Rd Resurface 34/075 Perry	122258	PE	Before																Adding the PE phase of PA 34 Spring Rd Resurface in FFY 2025 for \$175,000 to the current estimate. This project was broken out of MPMS 114321 PA 34 Safety Improvements and Resurfacing. This project may consist of a resurface on PA 34 (Spring Road) from PA 850 (Valley Road) to approximately 800 feet north of the Carroll Township Elementary School Driveway in Carroll Township, Perry County. This project has a current estimated let date of May 21, 2026.	
				Adjust		581		175,000													
				After		581		175,000													
2	PA 34 Spring Rd Resurface 34/075 Perry	122258	FD	Before																Adding the FD phase of PA 34 Spring Rd Resurface in FFY 2025 for \$200,000 to the current estimate. This project was broken out of MPMS 114321 PA 34 Safety Improvements and Resurfacing. This project may consist of a resurface on PA 34 (Spring Road) from PA 850 (Valley Road) to approximately 800 feet north of the Carroll Township Elementary School Driveway in Carroll Township, Perry County. This project has a current estimated let date of May 21, 2026.	
				Adjust		581		200,000													
				After		581		200,000													
3	PA 34 Spring Rd Resurface 34/075 Perry	122258	CON	Before																Adding the CON phase of PA 34 Spring Rd Resurface in FFY 2026/2027 for \$6,050,000 to the current estimate. This project was broken out of MPMS 114321 PA 34 Safety Improvements and Resurfacing. This project may consist of a resurface on PA 34 (Spring Road) from PA 850 (Valley Road) to approximately 800 feet north of the Carroll Township Elementary School Driveway in Carroll Township, Perry County. This project has a current estimated let date of May 21, 2026.	
				Adjust		581					4,000,000		2,050,000								
				After		581					4,000,000		2,050,000								
4	22 Concrete Patching & Diamond Grinding 22/105 Dauphin	119783	PE	Before		581		150,000												Removing the PE phase of 22 Concrete Patching & Diamond Grinding in FFY 2025 for \$150,000 due to the project design being done in-house. This project may consist of Concrete Patch & Diamond Grind and Asphalt Overlay on SR 22 in Reed and Middle Paxton Townships and Dauphin Borough, Dauphin County	
				Adjust		581		-140,537													
				After				9,463													
5	Susquehanna Trail Restoration 11/141 Perry	119784	PE	Before		581		350,000												Removing the PE phase of 22 Susquehanna Trail Restoration in FFY 2025 for \$350,000 due to the project design being done in-house. This project may consist of diamond grinding, concrete patching, shoulder concrete repairs, guide rail, drainage for SR 11 Susquehanna Trail in Watts, Buffalo, Carroll and Liverpool Townships, Liverpool and New Buffalo Boroughs in Perry County.	
				Adjust		581		-350,000													
				After																	
6	Highway Reserve Line Item  Dauphin	88061	CON	Before	NHPP	581	1,413,399			13,187,578	6,013,085			2,853,460						This is a reserve line item.	
				Before	STP					2,662,137											
				Adjust	NHPP	581		115,537			-4,000,000					-2,050,000					
				Adjust	STP																
				After	NHPP	581	1,413,399	115,537			13,187,578	2,013,085				803,460					
				After	STP						2,662,137										
<b>Program Summary - Net Changes</b>				Before FFY Totals		1,413,399	500,000	0	15,849,715	6,013,085	0	0	2,853,460	0	0	0	0	0	0		
				Adjustments		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				After FFY Totals		1,413,399	500,000	0	15,849,715	6,013,085	0	0	2,853,460	0	0	0	0	0	0		

FFY 2025-2028 TIP MODIFICATIONS FORM

HATS																			Informed Coordinating Committee:			Informed Technical Committee:		
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	SR 3010 (Paxton Street) Resurfacing	121399	CON	Before																Adding the CON phase of SR 3010 (Paxton Street) Resurfacing in FFY 2026 for \$1,375,000 to the current estimate. This project consists of a resurfacing on SR 3010 (Paxton Street) from 20th Street to Mall Road in Swatara Township and Harrisburg City, Dauphin County.				
	Adjust			NHPP							1,375,000													
	After			NHPP								1,375,000												
2	Highway Reserve Line Item	88061	CON	Before	NHPP	581	1,413,399	115,537		13,187,578	2,013,085			803,460						This is a reserve line item.				
	Before			STP							2,662,137													
	Adjust			NHPP	581						-1,375,000													
	Adjust			STP																				
	After			NHPP	581	1,413,399	115,537				11,812,578	2,013,085				803,460								
	After			STP								2,662,137												
					Before FFY Totals		1,413,399	115,537	0	15,849,715	2,013,085	0	0	803,460	0	0	0	0	0					
<b>Program Summary - Net Changes</b>					Adjustments		0	0	0	0	0	0	0	0	0	0	0	0	0	0				
					After FFY Totals		1,413,399	115,537	0	15,849,715	2,013,085	0	0	803,460	0	0	0	0	0	0				



FFY 2025-2028 TIP MODIFICATIONS FORM

HATS																			Informed Coordinating Committee:			Informed Technical Committee:		
Administrative Modifications - 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 and 6th St	118787	CON	Before																Adding the CON phase of Market and 6th St in FFY 2025 for \$1,756,963 to the current estimate. This project consists of the reconstruction of Market & N. 6th Street in Newport Borough, Perry County. This project has a current estimated let date of March 12, 2026.				
	Adjust				581							1,756,963												
	After				581								1,756,963											
2	Highway Reserve Line Item	88061	CON	Before	NHPP	581	1,413,399	115,537			11,814,578	2,013,085			803,460					This is a reserve line item.				
	Before			STP							2,662,137													
	Adjust			NHPP	581								-1,756,963											
	Adjust			STP																				
	After			NHPP	581	1,413,399	115,537					11,814,578	256,122			803,460								
	After			STP								2,662,137												
					Before FFY Totals		1,413,399	115,537	0	14,476,715	2,013,085	0	0	803,460	0	0	0	0	0					
<b>Program Summary - Net Changes</b>					Adjustments		0	0	0	0	0	0	0	0	0	0	0	0	0	0				
					After FFY Totals		1,413,399	115,537	0	14,476,715	2,013,085	0	0	803,460	0	0	0	0	0	0				

FFY 2025-2028 TIP MODIFICATIONS FORM

HATS																			Informed Coordinating Committee:		
Administrative Modifications - Highway																			Informed Technical Committee:		
Item	Project Title	MPMS	Ph	Prog	Funds		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029 & >	Remarks	
					Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.			
1	Scheaffers Valley Rd Resf  233/022  Dauphin	108605	CON	Before	STP														Increasing the CON phase of Scheaffers Valley Rd Resf in FFY 2026 for \$2,320,168 to the current estimate. This project consists of a resurfacing on SR 233 (Scheaffers Valley Road) from the Cumberland County Line to SR 850 (Montour Road) in Madison and Tyrone Township and Landisburg Borough, Perry County. This project has a current estimated let date of July 24, 2025.		
				Adjust	STP																
				After	STP																
2	Highway Reserve Line Item     Dauphin	88061	CON	Before	NHPP	581	1,413,399	115,537		11,814,578	256,122			803,460					This is a reserve line item.		
				Before	STP																
				Adjust	NHPP	581															
				Adjust	STP																
				After	NHPP	581	1,413,399	115,537		11,814,578	256,122			803,460							
				After	STP																
				Before FFY Totals			6,166,231	115,537	0	14,476,715	256,122	0	0	803,460	0	0	0	0			
<b>Program Summary - Net Changes</b>				Adjustments			0	0	0	0	0	0	0	0	0	0	0	0	0		
				After FFY Totals			6,166,231	115,537	0	14,476,715	256,122	0	0	803,460	0	0	0	0	0		



FFY 2025-2028 TIP MODIFICATIONS FORM

HATS																	Informed Coordinating Committee:			Informed Technical Committee:				
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	Paxtang Parkway Trail Restoration Phase 3 TASA  Dauphin	121487	CON	Before																	Adding the CON phase of Paxtang Parkway Trail Restoration Phase 3 TASA in FFY 2026/2027 for \$1,435,400 to the current estimate. This project consists of a trail restoration on the Paxtang Parkway from 0.45 miles south of Market Street to the Derry Street trailhead in Paxtang Borough and Susquehanna Township, Dauphin County. This project is estimated to let in late CY 2026/early CY 2027.			
				Adjust	TAU				1,076,000						359,400									
				After	TAU				1,076,000							359,400								
<b>Administrative Modifications - Highway</b>																								
2	Phase II Streetscape Improvements - 3rd St  2035/0  Cumberland	119304	CON	Before	TAU		800,653			901,447											Cashflowing the CON phase of Phase II Streetscape Improvements - 3rd St from 2025/2026 to FFY 2027/2028 for \$1,702,100 to better align with the current estimated let date. This TASA project on Third Street consists of walkability/pedestrian improvements (sidewalks, crosswalks, etc) from the end of the Norfolk Southern Bridge to the intersection with Herman Street. This project has a current estimated let date of March 25, 2027.			
				Adjust	TAU		-800,653			-901,447					716,600									
				After	TAU											716,600								
3	Quarry Rd Sidewalk Ext  2005/021  Cumberland	115787	CON	Before	TAU					174,553			434,241								Removing the CON phase of Quarry Rd Sidewalk Ext in FFY 2026/2027 for \$608,794. These funds were obligated off of the 2023 TIP and no longer needed. This project consists of the design of sidewalk, 6 ADA ramps, 2 crosswalks and a guiderail along Quarry Road from U.S. Route 322 overpass north to Division Street in Hummelstown Borough, Dauphin County. This project has a current estimated let date of Jan. 16, 2025.			
				Adjust	TAU				-174,553						-434,241									
				After	TAU																			
4	TAP Line Item  Dauphin	88058	CON	Before	TAU								641,759			1,076,000					This is a reserve line item.			
				Adjust	TAU		800,653																	
				After	TAU		800,653																	
<b>Program Summary - Net Changes</b>				Before FFY Totals			800,653	0	0	1,076,000	0	0	0	1,076,000	0	0	0	1,076,000	0	0	0	0		
				Adjustments			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				After FFY Totals			800,653	0	0	1,076,000	0	0	0	1,076,000	0	0	0	1,076,000	0	0	0	0		



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 31<sup>st</sup> 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](mailto: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](mailto: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](mailto: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 PennDOT, the United States Department of Transportation (USDOT – FHWA/FTA), and the United States Department of Justice (USDOJ).

**Pennsylvania Department of  
Transportation**

Bureau of Equal Opportunity  
  
P.O. Box 3251  
Harrisburg, PA 17105-3251  
Phone: (717) 787-5891  
  
Email: [penndoteoreports@pa.gov](mailto:penndoteoreports@pa.gov)

**Federal Highway  
Administration**

U.S. Dept of Transportation  
Equal Opportunity Specialist  
  
Pennsylvania Division Office  
30 North Third Street, Suite 700  
Harrisburg, PA 17101  
Phone: (717) 221-3461

**U.S. Department of Justice**

Civil Rights Division  
950 Pennsylvania Avenue, NW  
Washington, DC 20530-0001  
  
Phone: (202) 514-3847  
Phone (Toll Free): 1 (855) 856-1247  
Phone (TDD):  
(202) 514-0716

### 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

请注意：如果您说英语以外的另一种语言，我们可以为您提供语言帮助服务。请致电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 (717) 1.

### 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.

Harrisburg Area Transportation Study  
Work Program – FY 2025-2027

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Harrisburg Area Transportation Study  
Work Program – FY 2025-2027

**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.

Harrisburg Area Transportation Study  
Work Program – FY 2025-2027

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

Harrisburg Area Transportation Study  
Work Program – FY 2025-2027

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*
<b>EVERY YEAR</b>			
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
<b>EVERY TWO YEARS</b>			
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
<b>EVERY FOUR YEARS</b>			
Update Regional Transportation Plan **	✓		9/24/2021
Update Public Participation Plan	✓		9/24/2021
Hold TMA planning certification review	✓		9/8/2021
<b>EVERY TEN YEARS</b>			
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
<b>PERIODIC (AS NECESSARY)</b>			
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/rabbitransit (SRTA)
- PennDOT Program Center
- Federal Highway Administration
- Federal Transit Administration
- Susquehanna Regional Transportation Partnership (Commute PA)

Project Cost and Funding:

	<b>Total</b>	<b>Federal</b>		<b>State MLF</b>	<b>Local Match</b>	
		PL	MPP		Hwy	Transit
<b>Year 1</b>	<b>185,250</b>	129,600	18,600	16,200	16,200	4,650
<b>Year 2</b>	<b>185,250</b>	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
<b>Year 1</b>	<b>185,250</b>	129,600	18,600	16,200	16,200	4,650
<b>Year 2</b>	<b>197,600</b>	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
<b>Year 1</b>	<b>160,550</b>	112,320	16,120	14,040	14,040	4,030
<b>Year 2</b>	<b>160,550</b>	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
<b>Year 1</b>	<b>148,200</b>	103,680	14,880	12,960	12,960	3,720
<b>Year 2</b>	<b>148,200</b>	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:

	<b>Total</b>	<b>Federal</b>		<b>State MLF</b>	<b>Local Match</b>	
		PL	MPP		Hwy	Transit
<b>Year 1</b>	<b>494,000</b>	345,600	49,600	43,200	43,200	12,400
<b>Year 2</b>	<b>481,650</b>	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:

	<b>Total</b>	<b>Federal</b>		<b>State MLF</b>	<b>Local Match</b>	
		PL	MPP		Hwy	Transit
<b>Year 1</b>	<b>61,750</b>	43,200	6,200	5,400	5,400	1,550
<b>Year 2</b>	<b>61,750</b>	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
<b>Year 1</b>	<b>22,000</b>	22,000	0	0	0	0
<b>Year 2</b>	<b>22,000</b>	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
<b>Year 1</b>	<b>150,000</b>	120,000	0	0	30,000	0
<b>Year 2</b>	<b>0</b>	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
<b>Year 1</b>	<b>1,674,931</b>	<b>1,496,045</b>	<b>178,886</b>	0	0	0	0
<b>Year 2</b>	<b>1,642,927</b>	<b>1,479,719</b>	<b>163,208</b>	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
<b>I. MPO ADMINISTRATION</b>	<b>185,250</b>	<b>129,600</b>	<b>18,600</b>	<b>0</b>	<b>16,200</b>	<b>16,200</b>	<b>4,650</b>
<b>II. REGIONAL TRANSPORTATION PLAN</b>	<b>988,000</b>	<b>691,200</b>	<b>99,200</b>	<b>0</b>	<b>86,400</b>	<b>86,400</b>	<b>24,800</b>
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
<b>III. PLAN IMPLEMENTATION</b>	<b>61,750</b>	<b>43,200</b>	<b>6,200</b>	<b>0</b>	<b>5,400</b>	<b>5,400</b>	<b>1,550</b>
A. Transportation Improvement Program (TIP/STIP)	61,750	43,200	6,200	0	5,400	5,400	1,550
<b>TOTAL REGULAR PROGRAM</b>	<b>1,235,000</b>	<b>864,000</b>	<b>124,000</b>	<b>0</b>	<b>108,000</b>	<b>108,000</b>	<b>31,000</b>
<b>IV. SUPPLEMENTAL PLANNING FUNDS</b>	<b>172,000</b>	<b>142,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30,000</b>	<b>0</b>
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
<b>V. SPECIAL PROJECTS</b>	<b>1,674,931</b>	<b>1,496,045</b>	<b>0</b>	<b>178,886</b>	<b>0</b>	<b>0</b>	<b>0</b>
A. SRTP	1,674,931	1,496,045	0	178,886	0	0	0
<b>TOTAL LOCAL PROGRAM</b>	<b>3,081,931</b>	<b>2,502,045</b>	<b>124,000</b>	<b>178,886</b>	<b>108,000</b>	<b>138,000</b>	<b>31,000</b>

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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
<b>I. MPO ADMINISTRATION</b>	<b>185,250</b>	<b>129,600</b>	<b>18,600</b>	<b>0</b>	<b>16,200</b>	<b>16,200</b>	<b>4,650</b>
<b>II. REGIONAL TRANSPORTATION PLAN</b>	<b>988,000</b>	<b>691,200</b>	<b>99,200</b>	<b>0</b>	<b>86,400</b>	<b>86,400</b>	<b>24,800</b>
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
<b>III. PLAN IMPLEMENTATION</b>	<b>61,750</b>	<b>43,200</b>	<b>6,200</b>	<b>0</b>	<b>5,400</b>	<b>5,400</b>	<b>1,550</b>
A. Transportation Improvement Program (TIP/STIP)	61,750	43,200	6,200	0	5,400	5,400	1,550
<b>TOTAL REGULAR PROGRAM</b>	<b>1,235,000</b>	<b>864,000</b>	<b>124,000</b>	<b>0</b>	<b>108,000</b>	<b>108,000</b>	<b>31,000</b>
<b>IV. SUPPLEMENTAL PLANNING FUNDS</b>	<b>22,000</b>	<b>22,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
A. Safe and Accessible Transp Options	22,000	22,000	0	0	0	0	0
<b>V. SPECIAL PROJECTS</b>	<b>1,642,927</b>	<b>1,479,719</b>	<b>0</b>	<b>163,208</b>	<b>0</b>	<b>0</b>	<b>0</b>
A. SRTP	1,642,927	1,479,719	0	163,208	0	0	0
<b>TOTAL LOCAL PROGRAM</b>	<b>2,899,927</b>	<b>2,365,719</b>	<b>124,000</b>	<b>163,208</b>	<b>108,000</b>	<b>108,000</b>	<b>31,000</b>

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Exhibit A

**TCRPC Resolution**

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Exhibit B

**Purchase Register List**

Harrisburg Area Transportation Study  
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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



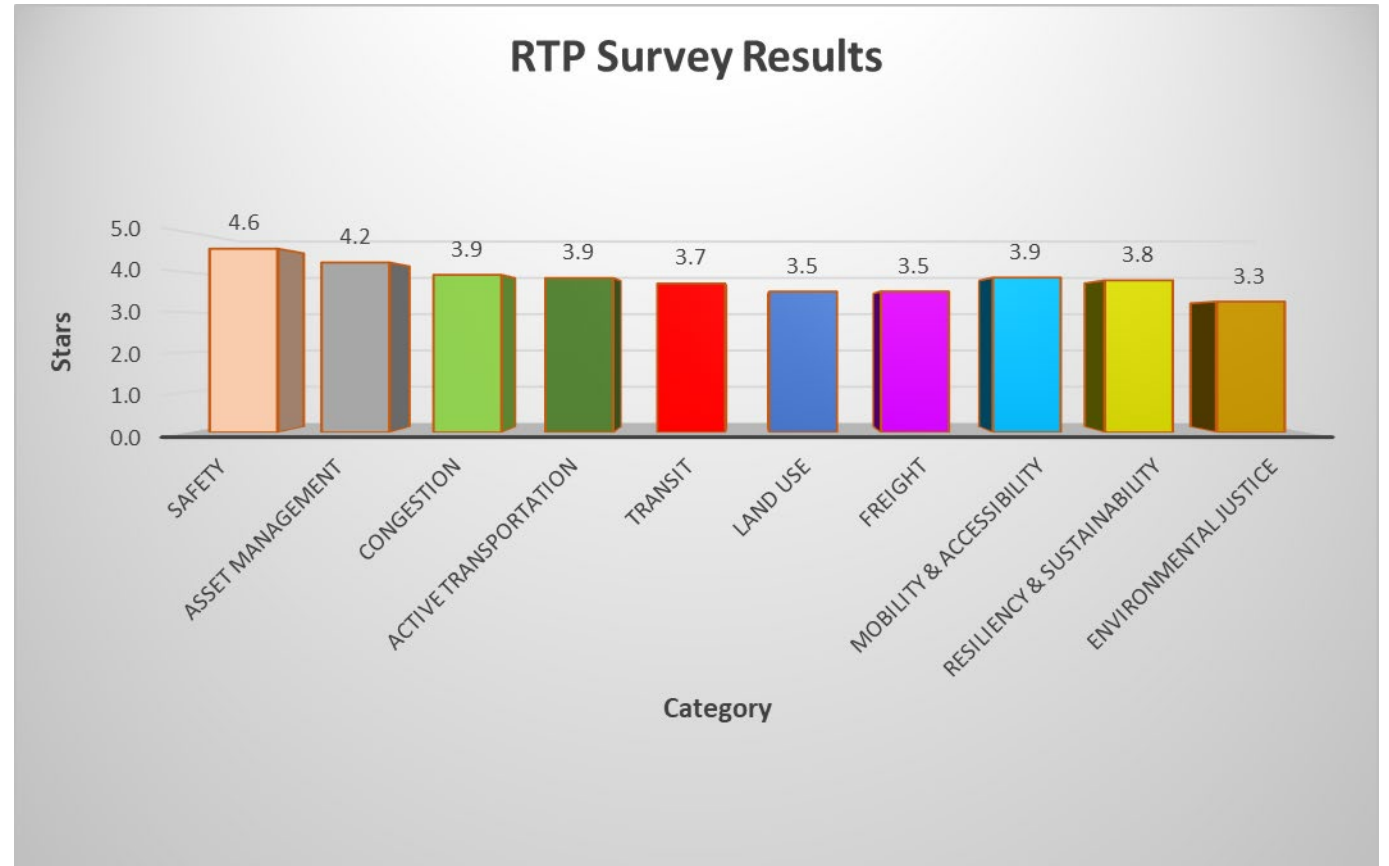


# Public Survey

- 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**

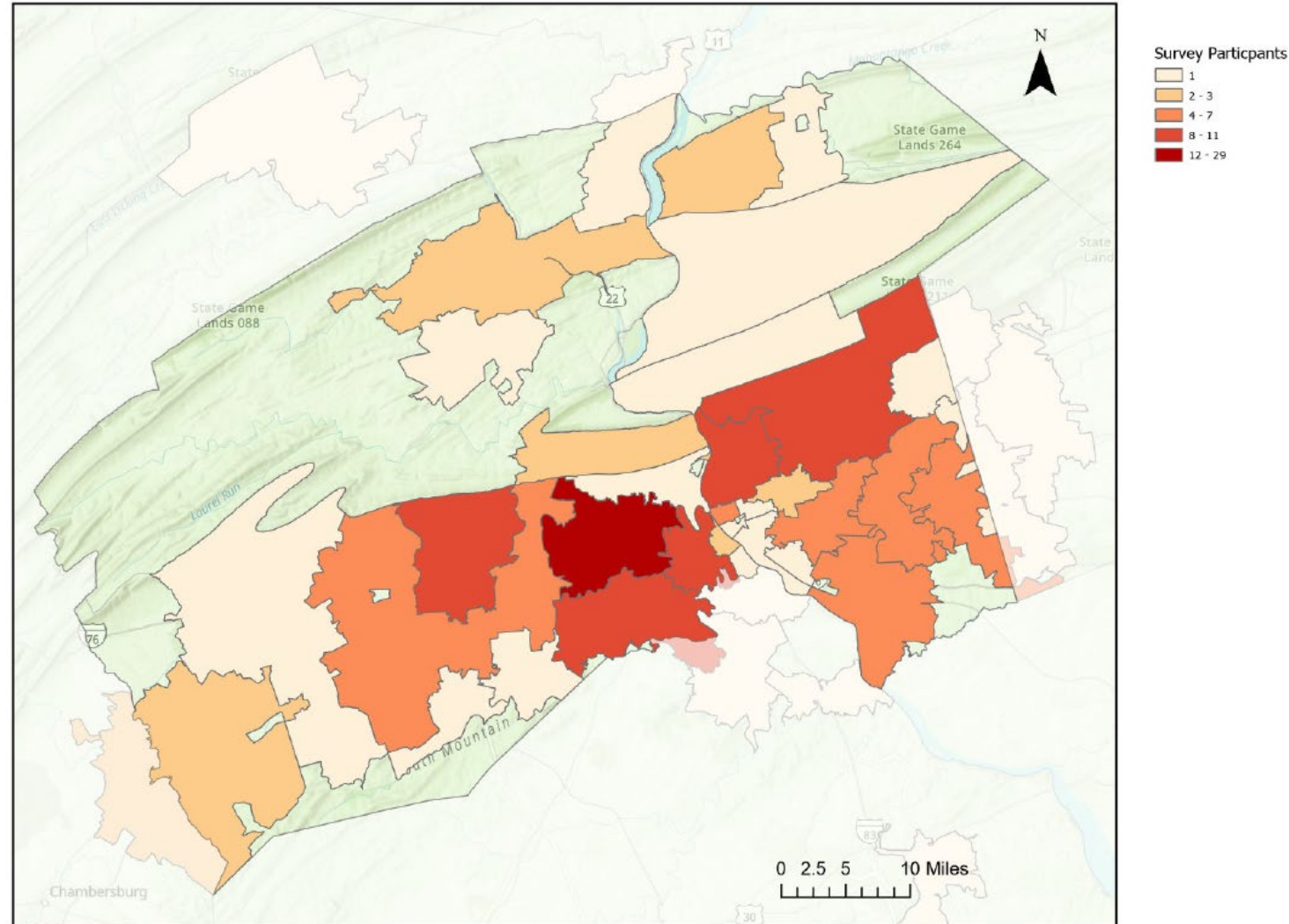
- “ Keep trucks from taking over our roads.”

- “ 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

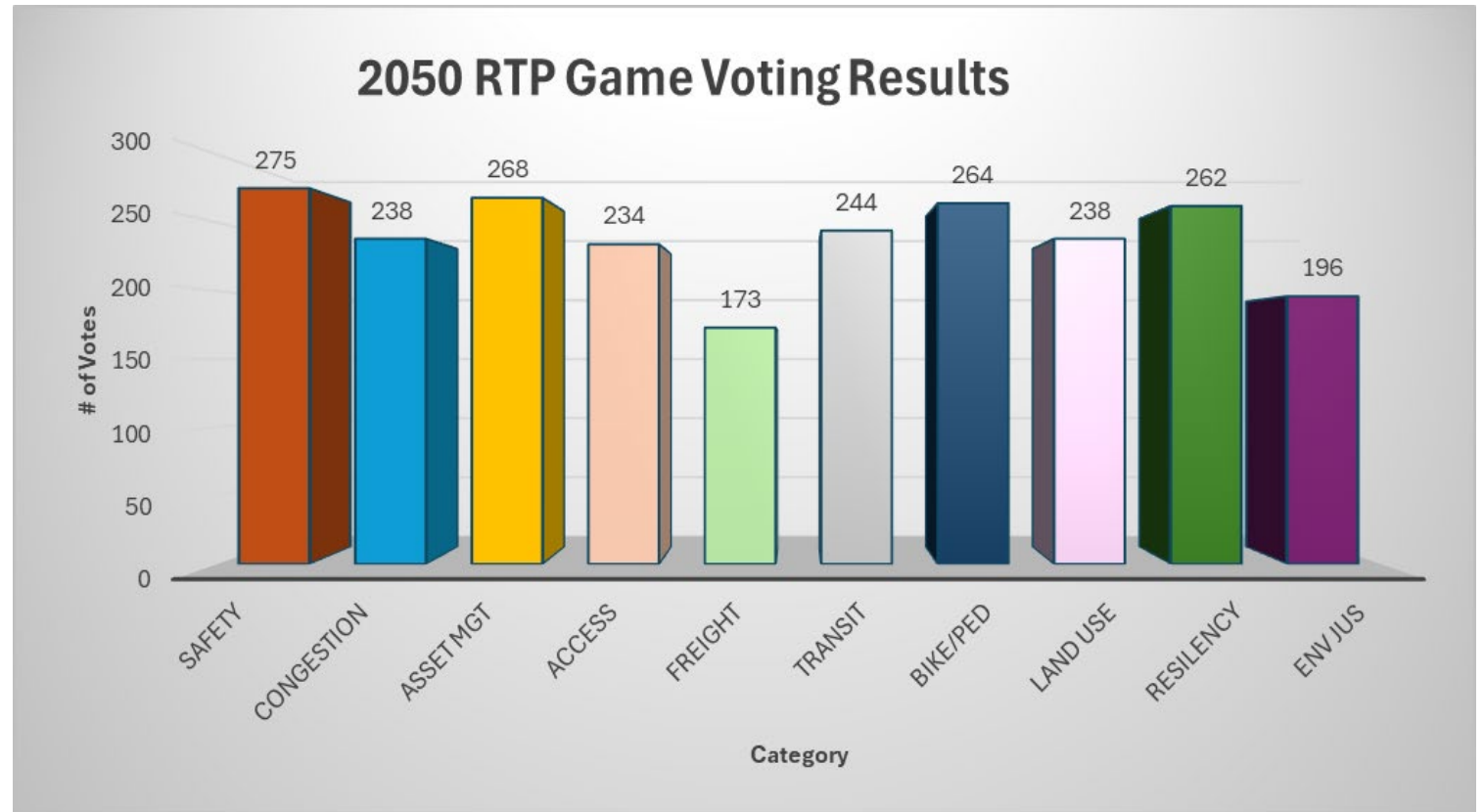


**How would you spend your money? Place your tokens in the areas where you would like to spend money.**



# Public Events

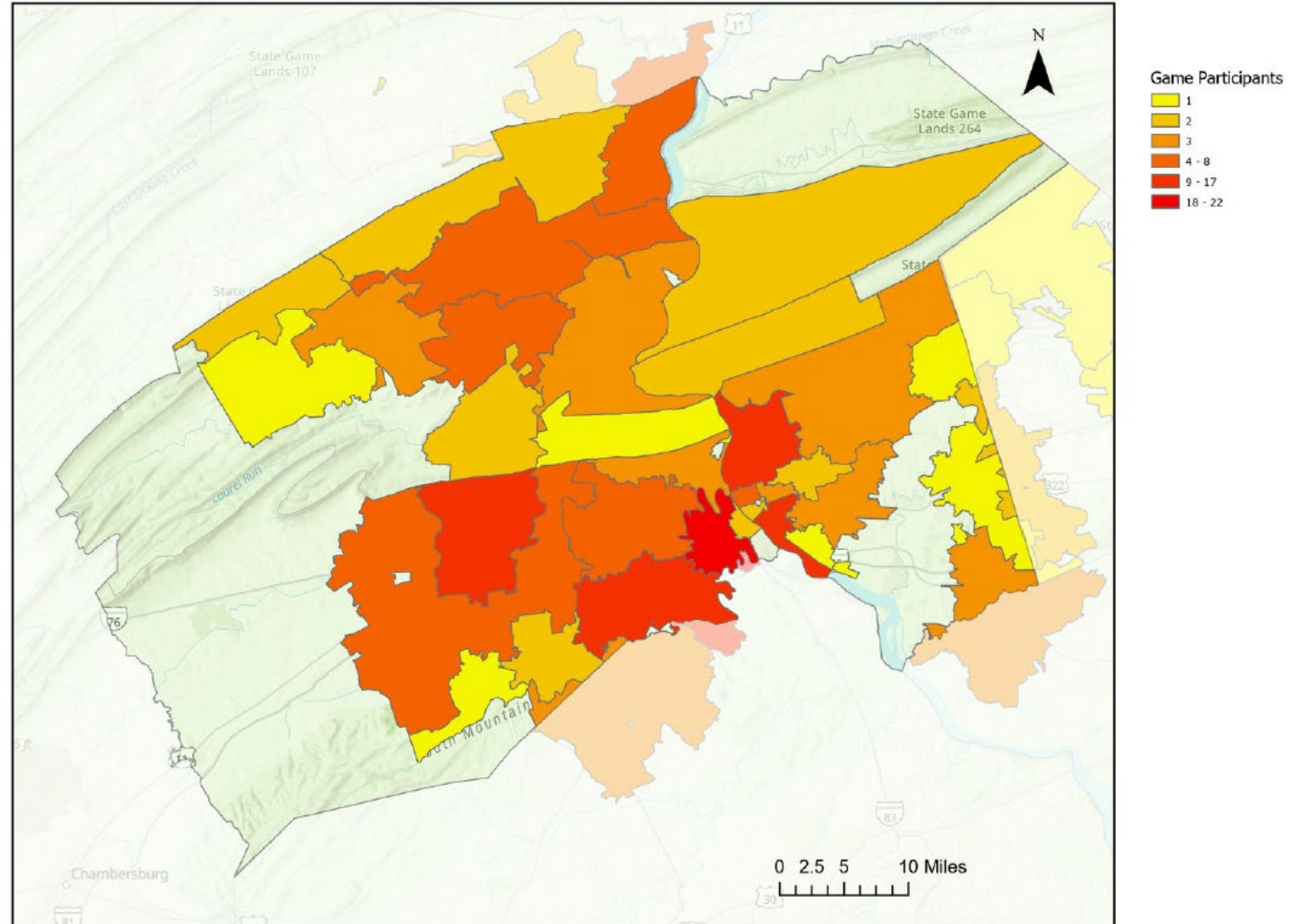
- Total participants: **244**
- Top 3
  1. Safety (275)
  2. Asset Management (268)
  3. Bike/Ped (264)





# 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

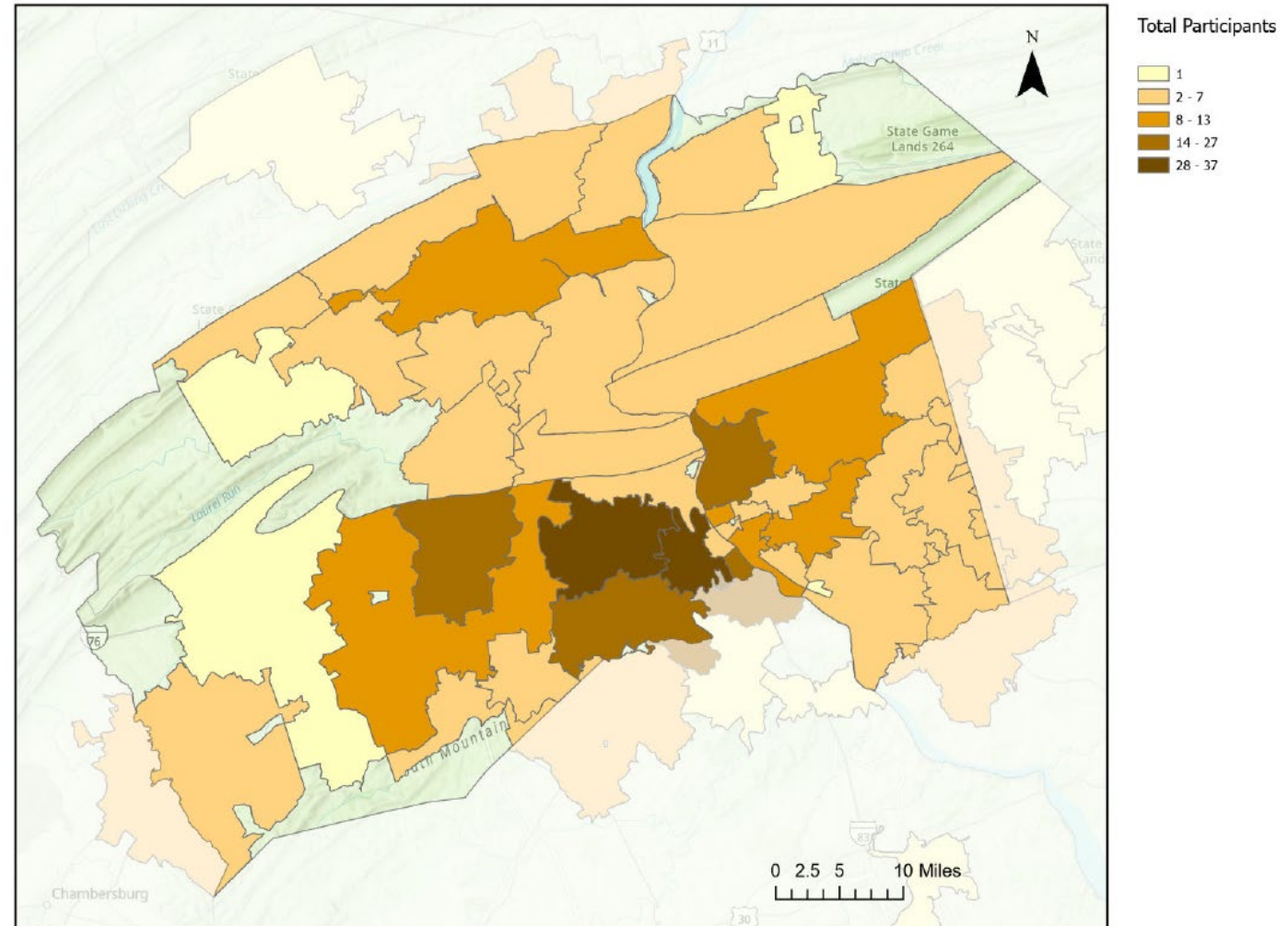
- **Most** important top 2 for public outreach were Safety and Asset Management
- **Less** important bottom 2 for public outreach were Environmental Justice and Freight

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

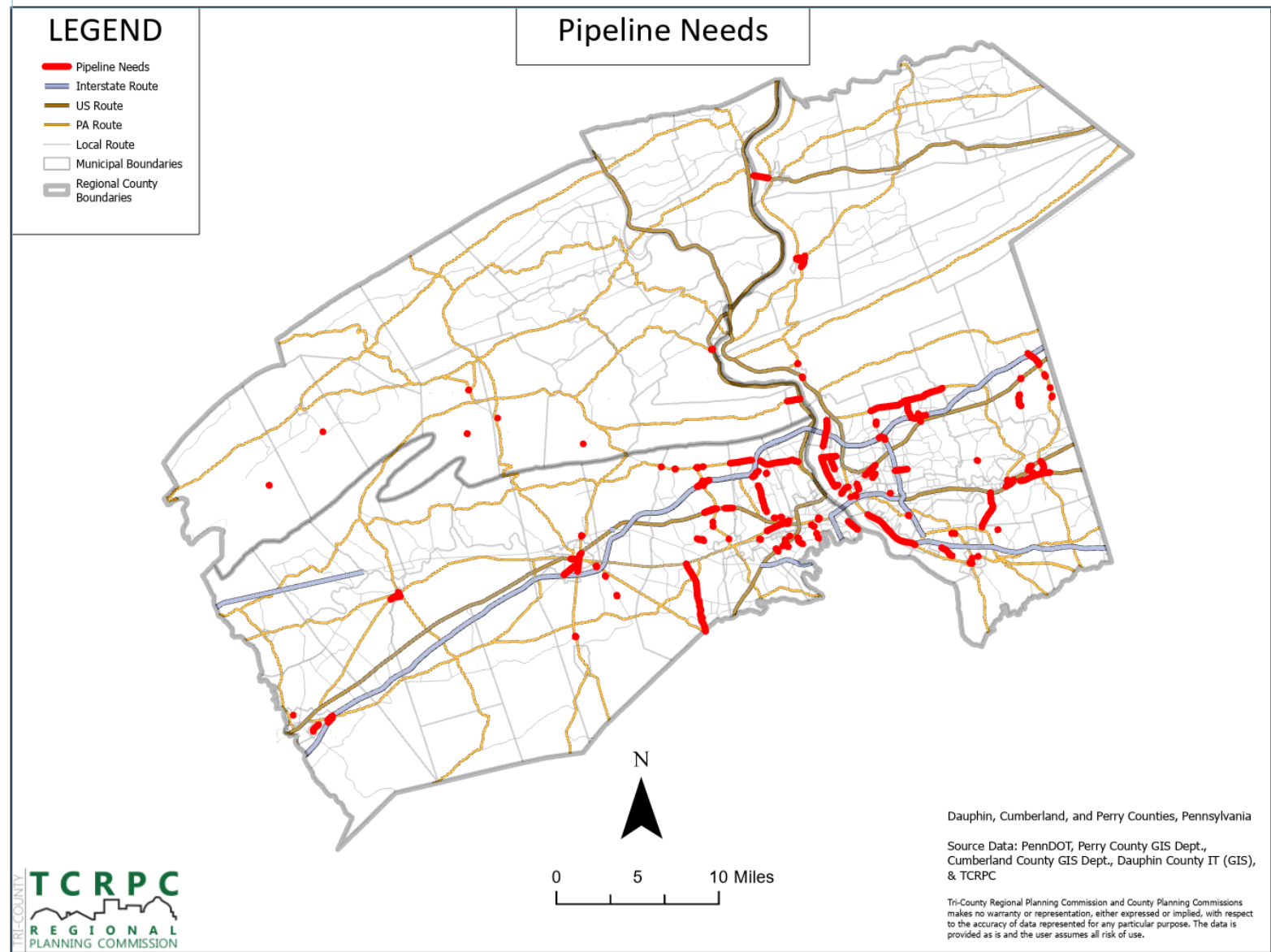


# Municipal Input

- 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

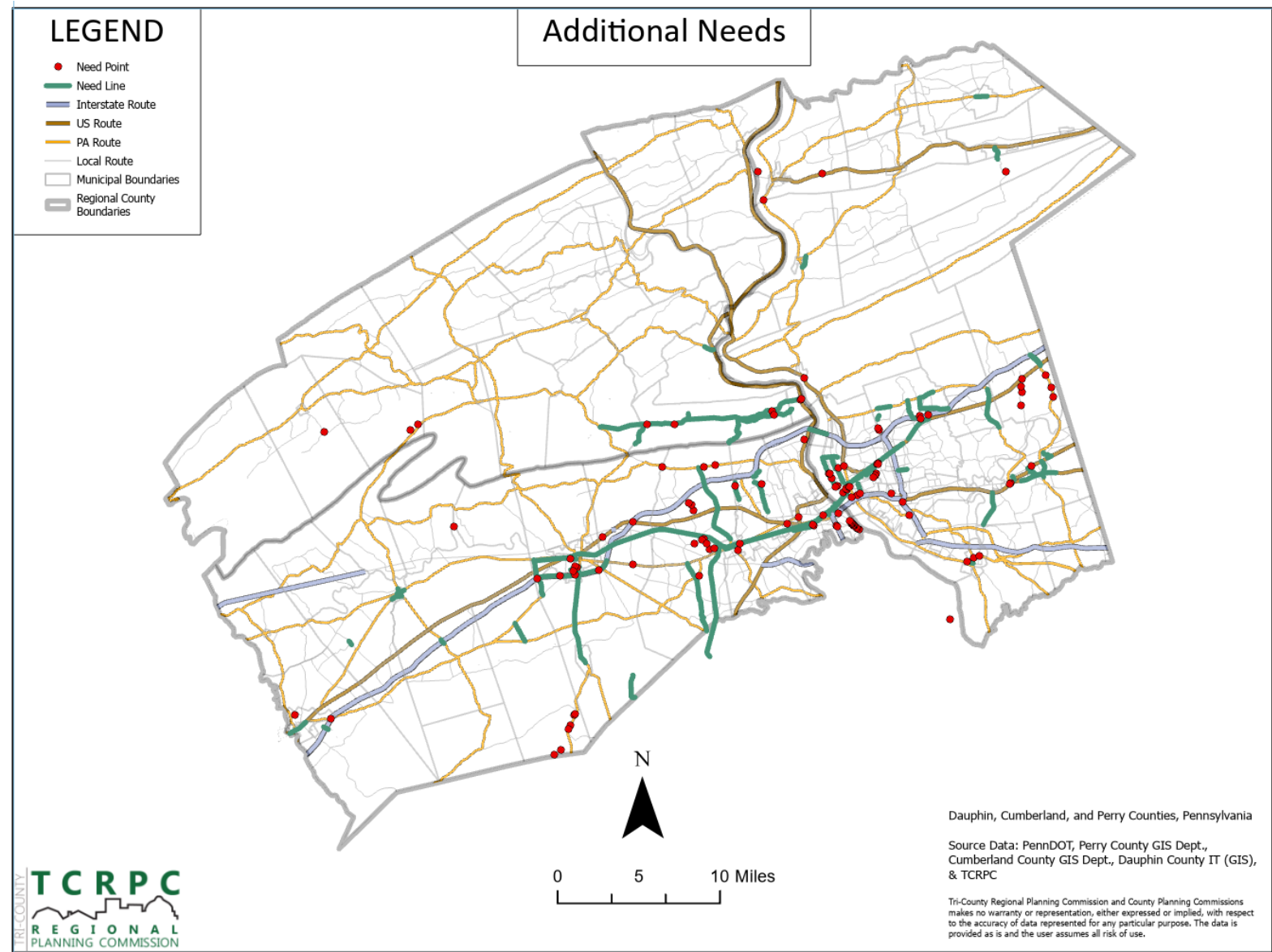
- Pipeline Needs
  - 100 Total
    - 51 Cumberland
    - 41 Dauphin
    - 8 Perry
  - Majority are Safety, Congestion, or Non-Motorized (Bicycle, Pedestrian, etc.) related



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

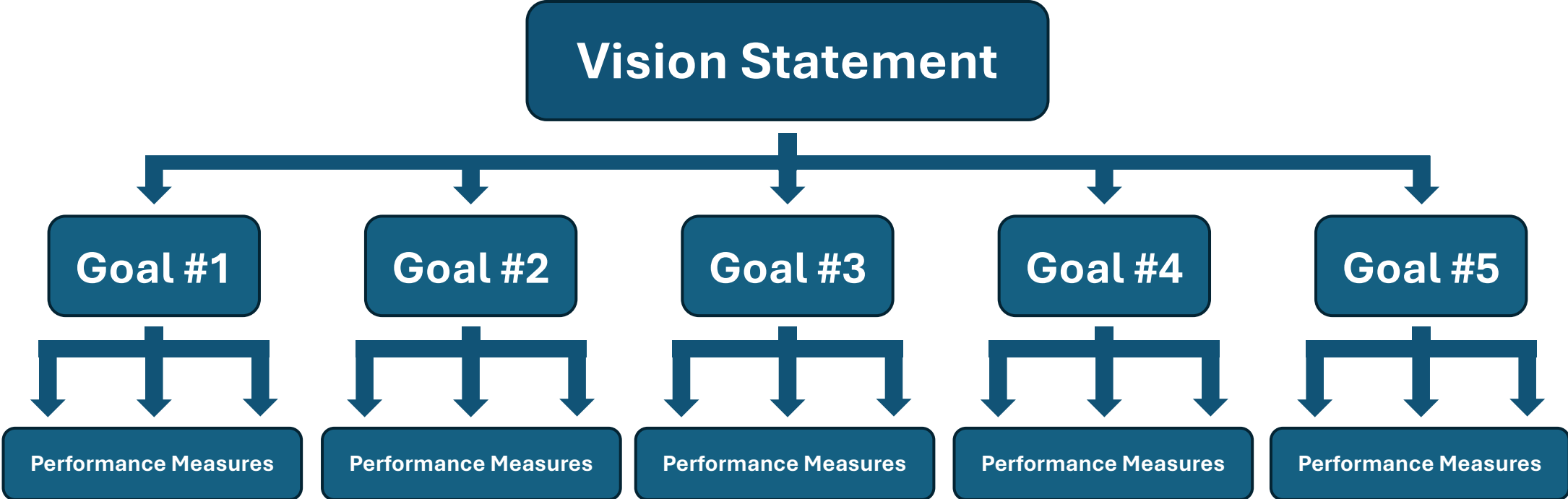
# Performance Based Planning & Programming

“...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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Tanner Stroup

Transportation & Community Planner

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# 2025 HATS Meeting Schedule

All meetings will be held at 9:00am at the Dauphin County Administration Building, 2 South 2<sup>nd</sup> Street , 2<sup>nd</sup> Floor, Harrisburg (also available virtually through Zoom)

	<u>Technical Committee</u> (2 <sup>nd</sup> Friday)	<u>Coordinating Committee</u> (4 <sup>th</sup> Friday)	<u>Tentative Agenda Items</u> (in addition to TIP amendments)
February	14	28	2024 Annual Report; 2024 Obligation Report; HATS Regional Active Transportation Plan
April	11	25	HATS 2050 RTP Project Pipeline
June	13	27	HATS 2050 RTP AQ Conformity; Regional Congestion Management Plan
September	12	26	HATS 2050 RTP Adoption
December	5*	19*	FFY 2027-2030 TIP development

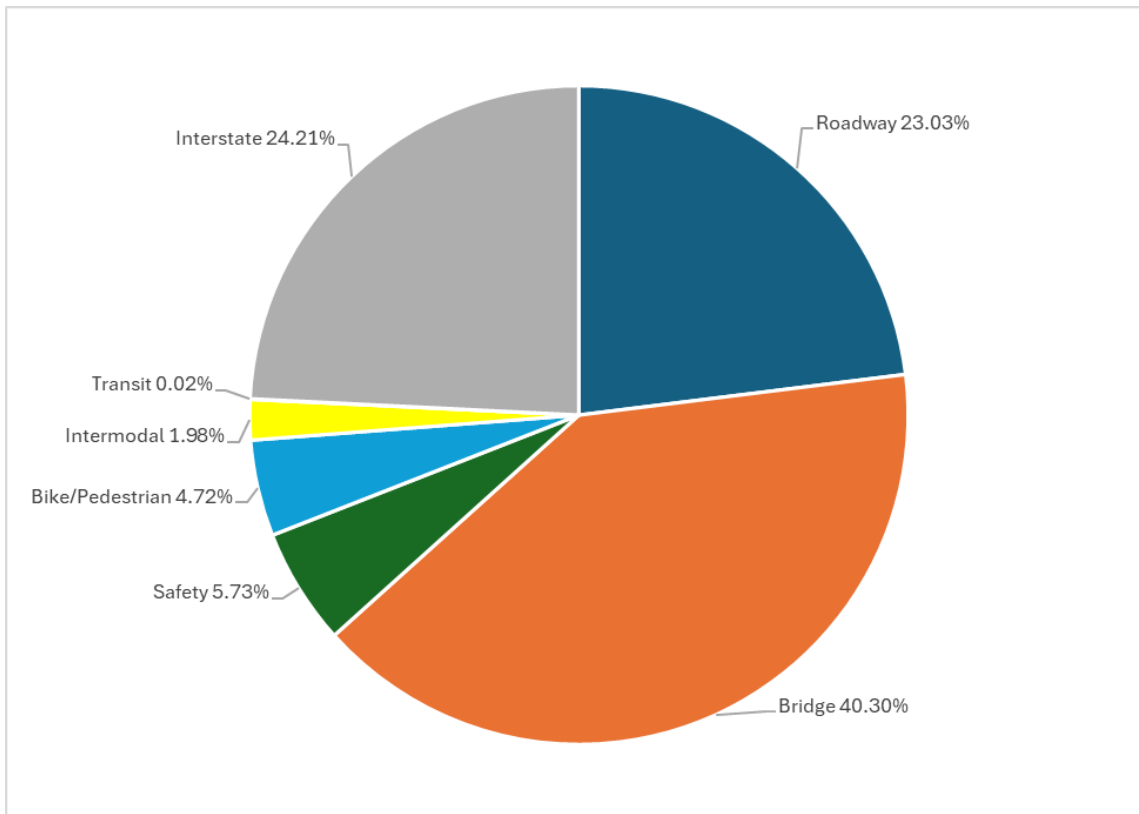
*HATS is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. All locations for meetings open to the public will be accessible to persons with disabilities and reachable by public transit. With advance notification, accommodations may be provided for those with special needs related to language, speech, sight, or hearing. If you have a request for a special need, wish to file a complaint, or desire additional information, please contact Tri-County Regional Planning Commission, 717-234-2639 or [planning@tcrpc-pa.org](mailto:planning@tcrpc-pa.org).*

## Annual Listing of Federally Obligated Projects October 1, 2023 to September 30, 2024

The following report lists all transportation projects in the Harrisburg region in which federal funds were spent in the federal fiscal year (FFY) 2024. The total amount of federal funding obligated to projects in the region during FFY 2024 was \$81,968,690. This represents a decrease of \$5,214,910 in obligated funds in comparison to the amount reported from the FFY2023 obligation report (\$87,183,600). There was a total savings of \$5,951,296 due to completion of projects that were de-obligated.

40.30% of all obligated federal funds were for bridge projects, which was followed by interstate projects at 24.21%, road projects at 23.03%, safety projects at 5.73%, bike/pedestrian projects at 4.72%, intermodal projects at 1.98% and transit projects at 0.02%. With respect to de-obligated federal funds, roadway projects represented 78.27%, with bridge projects at 15.56%, safety projects at 5.74%, and bike/pedestrian projects at .43%. A summary listing of the funding amounts can be found in the table below and the distribution of funding is illustrated in the pie chart, also found below. A more detailed report of projects can be found on the following pages.

FUNDING CLASS	OBLIGATED	%	DE-OBLIGATED	%
Roadway	\$18,876,773	23.03%	\$4,658,126	78.27%
Bridge	\$33,037,102	40.30%	\$926,170	15.56%
Safety	\$4,694,271	5.73%	\$341,600	5.74%
Bike/Pedestrian	\$3,870,557	4.72%	\$25,400	.43%
Intermodal	\$1,623,005	1.98%	\$0	0%
Transit	\$20,087	.02%	\$0	0%
Interstate	\$19,846,895	24.21%	\$0	0%
<b>Totals:</b>	<b>\$81,968,690</b>		<b>\$5,951,296</b>	





MPMS	PROJECT TITLE	COUNTY	OBLIGATED	DE-OBLIGATED
<b>ROADWAY PROJECTS</b>				
113391	Paxton/Derry Street Signal Improvements	Dauphin	\$52,405	
117799	I-81 Auxiliary Lanes	Cumberland	\$227,213	
117675	Walnut Bottom Road/West St/Willow St	Cumberland	\$378,316	
90873	Spring & Calvary Roads	Cumberland	\$480,951	
114316	Cameron & Maclay Intersection	Dauphin	\$608,631	
92945	US 322 & Chambers Hill Road	Dauphin	\$7,079,772	
110474	Intersection improvement SR2014/SR2021	Cumberland	\$623,436	
107798	B Street Project	Cumberland		\$398,270
113384	Sycamore/Paxton Intersection Improvements	Dauphin	\$108,000	
105864	I-81/I-83 Noise Walls	Dauphin		\$1
115783	Carlisle Connectivity	Cumberland	\$1,700,000	
114321	PA 34 Safety Improvements and Resurfacing	Perry	\$1,031,000	
19016	PA 283 Reconstruction 3	Dauphin		\$3,674,360
97254	River Relief Route	Dauphin	\$136,610	
114315	Sporting Hill Turn Lane	Cumberland	\$484,328	
113299	Big Spring Road Resurface 2	Perry	\$2,041,911	
116786	Middletown Road Safety and Congestion Improvements	Dauphin	\$977,656	
114853	HATS TSMO	Cumberland		\$334,767
117825	I-283 ITS Fiber Inter	Dauphin	\$402,632	
117824	US 22/322 Devices	Perry	\$2,543,912	\$250,728
<b>Subtotals:</b>			<b>\$18,876,773</b>	<b>\$4,658,126</b>

<b>BRIDGE PROJECTS</b>				
102271	Hempt Road Bridge	Cumberland	\$2,000,000	
117189	Nyes Rd over Beaver Creek	Dauphin	\$667,118	
100456	Stone Arch Rd over Trib	Perry	\$217,631	
99678	US-11 NB over Conodoguinet Creek	Cumberland	\$6,589,995	
91397	Cold Storage Rd over Little Buffalo Creek	Perry	\$357,347	
99870	US-209 over Wiconisco Creek	Dauphin	\$204,752	
99912	Wilhour Rd over Wiconisco	Dauphin	\$255,221	
99980	Market St over Rattling Creek	Dauphin	\$274,648	
100271	Susquehanna Trail over Little Juniata Creek	Perry	\$1,000,000	
90706	Raccoon Valley Rd over Trib to Raccoon Ck	Perry	\$463,294	
93176	Market Street Bridge West	Dauphin	\$543,781	
20577	Oak Hall Road Bridge	Perry		\$26,490
100400	Fowlers Hollow Rd over Sz	Perry		\$2,289
78706	Rutter Road over Armstrong Creek	Dauphin	\$92,202	
90849	Powells Valley Road over Rattling Creek	Dauphin	\$200,402	
63084	Middle Ridge Road over Big Buffalo	Perry	\$440,023	
90846	Tourist Park Road Bridge	Dauphin	\$68,139	

MPMS	PROJECT TITLE	COUNTY	OBLIGATED	DE-OBLIGATED
100368	Pfoutz Valley Road over Cocolamus Creek	Perry	\$179,114	
20576	Juniata Parkway over Cocolamus Creek	Perry	\$163,515	
117479	US 11 over Letort Spring	Cumberland	\$385,000	
99684	York Road over Yellow Breeches	Cumberland	\$4,894,181	
87413	Creek Road Bridge C	Cumberland	\$45,856	
99885	Enders Road over Armstrong Ck	Dauphin	\$489,511	
106563	West Cross Rd Bridge	Dauphin	\$174,688	
90771	South River Road over Powells Creek	Dauphin	\$529,397	
90772	Market Street Bridge A	Dauphin	\$312,903	
18998	Red Top Road Bridge	Dauphin	\$8,000	\$41,846
100083	Roundtop Road over Iron Mine Run	Dauphin	\$279,719	
47519	Laudermilch Road Bridge	Dauphin	\$3,479,678	
74521	Maclay Street Bridge	Dauphin	\$3,718,212	
87485	PA 17 BR over Raccoon Ck	Perry	\$658,700	
20579	PA 34 over Little Buffalo Creek	Perry	\$466,600	
106558	Center Rd Bridge T-403	Perry	\$187,799	
100425	Airport Road over Bixler Run	Perry	\$61,490	
100441	Hidden Valley Road over Shermans Creek	Perry		\$621,604
20503	Linton Hill Road Bridge	Perry		\$233,941
100449	Buckwheat Valley Road over Bck	Perry	\$28,186	
88134	American Ex-POW Mem Hwy	Cumberland	\$3,600,000	
<b>Subtotals:</b>			<b>\$33,037,102</b>	<b>\$926,170</b>

SAFETY PROJECTS				
119228	RTP Studies	Cumberland	\$318,000	
119233	D-8 Ped Countdown Signals	Cumberland	\$482,902	
117594	SR 641 and Locust Point Road Intersection HSM	Cumberland		\$341,600
114559	Systemic Low-Cost Improvements for Stop Controlled	Cumberland	\$29,800	
114202	Lemoyne Bottleneck Improvements	Cumberland	\$75,806	
106554	Riverlands Safety Implementation	Dauphin	\$2,500,000	
121438	Enola Road (SR11) Retaining Wall Improvement	Cumberland	\$374,182	
113390	Derry Street Improvements	Dauphin	\$485,731	
117596	SR 641 and Middlesex Rd Intersection HSM	Cumberland	\$427,850	
114562	Systemic Roadway Departure Low Cost Safety Improvement117824	Cumberland	\$1,906	\$27,220
118276	Eisenhower B1 Safety Improv	Dauphin	\$391,638	
<b>Subtotals:</b>			<b>\$4,694,271</b>	<b>\$341,600</b>

BIKE/PEDESTRIAN PROJECTS				
111064	HATS Bikeshare	Dauphin	\$300,000	
115792	Brandt Ave Ped Imp	Cumberland	\$769,032	
115785	Derry Twp Pedestrian Crossing	Dauphin	\$92,909	
111657	CVRT – Greason Project	Cumberland	\$28,500	\$400

MPMS	PROJECT TITLE	COUNTY	OBLIGATED	DE-OBLIGATED
115787	Quarry Road Sidewalk	Dauphin	\$900,586	\$25,000
115794	Market Street Improvements (Newport)	Perry	\$20,715	
115784	Capital Gateway	Dauphin	\$1,758,815	
<b>Subtotals:</b>			<b>\$3,870,557</b>	<b>\$25,400</b>

#### INTERMODAL PROJECTS

114107	SRTP Rideshare Program	Dauphin	\$1,623,005	
<b>Subtotals:</b>			<b>\$1,623,005</b>	

#### INTERSTATE PROJECTS

119485	ITS Maintenance Contract 24-27	Dauphin	\$500,000	
119795	District 8-0 Interstate Concrete Repairs	Dauphin	\$3,397,195	
97828	I-83 East Shore Section 3	Dauphin	\$395,883	
92931	Eisenhower Exchange	Dauphin	\$986,310	
113754	I-83 South Bridge Replacement	Dauphin	12,875,000	
117968	Interstate DMS and CCTV TSMO	Dauphin	\$1,692,507	
<b>Subtotals:</b>			<b>\$19,846,895</b>	<b>\$0</b>

#### TRANSIT PROJECTS

102464	ADA	HATS Region	\$0*	
102467	Security	HATS Region	\$0*	
102469	PM	HATS Region	\$0*	
102470	Tires	HATS Region	\$0*	
102472	CCOC	HATS Region	\$0*	
102473	Shop	HATS Region	\$0	
102474	Office	HATS Region	\$11,390	
102475	Communications	HATS Region	\$8,697	
102476	Facilities (Buildings)	HATS Region	\$0	
102485	Shared Ride Vehicles	HATS Region	\$0	
<b>Subtotals:</b>			<b>\$20,087</b>	

\*Traditional 5307 was not used during FFY 2024, State Act 89 funds were used to cover deficits.