

DRAFT

UNIFIED PLANNING WORK PROGRAM
(UPWP)

FY 2009 - 2010
July 1, 2009 - June 30, 2010

HARRISBURG AREA TRANSPORTATION STUDY
(HATS)

SCHEDULED

Technical Committee Recommendation:
February 13, 2009

Coordinating Committee Approval:
February 27, 2009

HARRISBURG AREA TRANSPORTATION STUDY

WORK PROGRAM

2009-2010

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Harrisburg Area Transportation Study Work Program Prospectus

INTRODUCTION

The Unified Planning Work Program documents HATS' proposed transportation planning activities in the Harrisburg area. It is prepared and updated on a fiscal year basis, July 1 through June 30. 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.

HATS serves 106 municipalities covering over 1,700 square miles in area, including the aforementioned counties, as well as the communities of Palmyra Borough, North Londonderry Township and South Londonderry Township in Lebanon County.

AGENCY ROLES AND RESPONSIBILITIES

The Harrisburg Area Transportation Study (HATS) is a federally designated Metropolitan Planning Organization (MPO), an organization of federal, state, and local agencies, and officials from Cumberland, Dauphin, and Perry Counties, the City of Harrisburg, and Capital Area Transit. Initiated in 1965, the Coordinating Committee makes decisions about the use of federal funds for transportation system improvements. The Technical Committee oversees analysis and preparation of plans and studies, and makes recommendations to the Coordinating Committee.

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, as discussed below.

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. It is charged with the development of a statewide long-range plan. PennDOT also develops a Statewide Transportation Improvement Program (STIP), which combines the HATS TIP with 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 some of the statewide management systems and processes as recommended by ISTEA and carried forward in TEA-21 and SAFETEA-LU. These systems and processes aid HATS in identifying transportation needs, and include: Congestion, Bridge, Intermodal, Pavement, Safety, Public Transportation and Traffic Monitoring. HATS is responsible for development and enhancement of the Congestion Management Process and Intermodal Management System.

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 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 began to be the lead agency for highway-related control measures for air quality. As a result, HATS will continue to develop and maintain transportation data used in emissions inventories, and identify and analyze potential air quality strategies.

Transit Operators - The largest provider of local public transportation in the Harrisburg metropolitan area is Capital Area Transit (CAT). The Cumberland County Transportation Department and the Perry County Transportation Authority also provide service. These agencies are responsible for both capital and service needs in their respective service areas. They are the principal sources for identifying transit projects for inclusion in the transit portion of the HATS TIP.

HATS MEMBERSHIP AND VOTING STRUCTURE

HATS' three member counties, the Department of Highways (PennDOT's predecessor), and the City of Harrisburg entered into an agreement on February 11, 1965 to provide for a continuing, comprehensive, coordinated transportation planning process for the Harrisburg area. Recognizing the need to include a voice for transit at the planning table, HATS later welcomed Capital Area Transit into membership in 1992.

In addition to the Technical and Coordinating Committees, HATS creates committees to address specific transportation issues relative to the Regional Transportation Plan as the need arises. All plans are presented to HATS for adoption.

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.

Coordinating Committee

| Entity/Agency | Number of Votes |
|----------------------|-----------------|
| PennDOT | 2 |
| Cumberland County | 2 |
| Dauphin County | 2 |
| Perry County | 2 |
| Harrisburg City | 2 |
| Capital Area Transit | 1 |

Technical Committee

| Entity/Agency | Number of Votes |
|----------------------|-----------------|
| PennDOT | 2 |
| Cumberland County | 2 |
| Dauphin County | 2 |
| Perry County | 2 |
| York County* | 1 |
| Harrisburg City | 2 |
| Capital Area Transit | 1 |

**The HATS Coordinating Committee signed a Memorandum of Understanding with the York Area MPO (YAMPO) on June 27, 2003, which established that the planning and programming activities for the Harrisburg Urbanized Area within York County are the responsibility of YAMPO.*

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.

REGIONAL TRANSPORTATION PLAN

The development and update of a Regional Transportation Plan (RTP) is an important part of the transportation planning process. While federal legislation now requires the RTP to be updated every four years, HATS views the RTP as a dynamic process. It provides the framework used to make important project and program decisions at the local, county, and regional level, not necessarily dictated by the calendar. The opportunity to continually improve the transportation planning process is an activity strongly supported by the MPO.

HATS last adopted a Regional Transportation Plan at its December 15, 2006 meeting. This year's activities will maintain RTP conformity with SAFETEA-LU regulations, and continue moving the region's planning activities with other MPOs,

PennDOT, economic development, housing, and land use planning agencies into a more coordinated process of policy and project definition and evaluation.

ISTEA AND CLEAN AIR ACT AMENDMENTS

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 gave Metropolitan Planning Organizations (MPOs) such as HATS greater latitude in planning for the region's transportation system through the use of federal transportation funds.

Federal regulations for metropolitan planning require the development and adoption of a financially constrained Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). These regulations also require the metropolitan planning process to include a proactive public involvement process that supports early and continuing involvement of the public in developing and amending the RTP and TIP. In 2000, HATS adopted a public involvement process resolution that relates to the adoption and major amendment of the RTP and other planning documents. The Coordinating Committee also adopted the current HATS Public Education and Public Involvement (PEPI) Plan on December 16, 2005.

The Clean Air Act Amendments of 1990 (CAAA) mandate improvements in the nation's air quality. Since vehicular emissions are a major contributor to ozone violations, the Act requires transportation planners to consider the air quality impacts that transportation plans and programs have on ozone and other pollutant levels.

The Clean Air Act Amendments establish a program and set a timetable for improving the nation's air quality. On July 25, 2007 the HATS region was redesignated as an attainment area under the eight-hour ozone standard. EPA also approved the motor vehicle emissions budgets (MVEB) that are identified in the Harrisburg maintenance plan for the purpose of transportation conformity. For the fine particulate matter (PM_{2.5}) annual standard, the Harrisburg area is classified as non-attainment with a statutory attainment date of 2010. Thus, transportation conformity requirements must be met for the HATS region and closely coordinated with the Lebanon County MPO.

FY 2009 - 2010 PROGRAM BUDGET AND WORK PROGRAM ORGANIZATION

The total budget for the regular FY 2009-2010 Unified Planning Work Program is \$524,092, which is identical to the FY 2008-2009 Unified Planning Work Program. Within the framework of available financial and staff resources, this work program effectively addresses the 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.

HARRISBURG AREA TRANSPORTATION STUDY

ACTIONS & PROCEDURES

FISCAL YEAR 2009-2010

Any transportation planning process should be responsive to federal, state, regional and local concerns. The process must work toward improving the economy of the region and preserving the harmony of the community. A listing of "issues" guides these actions. The Unified Planning Work Program addresses as many issues as practical. Some items, while remaining an issue until resolution, may be at stages beyond what the HATS work program addresses. Others may not be within the scope of HATS work program activities entirely, so communication and coordination with appropriate agencies is necessary.

SMART TRANSPORTATION, LINKING PLANNING & NEPA, and PROJECT IMPLEMENTATION

- A. Work with PennDOT to advance opportunities to link the planning process with the National Environmental Policy Act (NEPA), improve the efficiency of project implementation, and make the best use of available funds through smart transportation philosophies of project development and programming.
- B. Work with PennDOT to provide training on smart transportation policy and initiatives to the region's transportation and community stakeholders.
- C. Work with PennDOT to implement items identified as part of the PennDOT's smart transportation agenda.
- D. Work with PennDOT to implement the re-engineered project development process in future long range plan and TIP updates. Increased cooperation between HATS, PennDOT, and the environmental review/permitting agencies is critical to ensure successful implementation and advancement of the most appropriate projects.

PLANS & PROGRAMS

- A. Adopt the FY 2009-2010 HATS Work Program (UPWP) by February 28, 2009. Submit all documents required for contract execution by March 10, 2009, including exhibits "B" and "C" and authorizing signature resolutions. Also, identify and include transportation projects associated with land use and supplemental planning funds as candidate studies.

- B. Submit progress reports and invoices to PennDOT no later than 15 days following the reporting period.
- C. Provide technical assistance to PennDOT and other transportation providers as necessary.
- D. Continue to update the multi-modal and intermodal regional transportation plan by prioritizing/staging all major capital projects with emphasis on preservation of the infrastructure of all the major modes. The long range plan must be compliant with current federal transportation legislation, and fiscally constrained in accordance with PennDOT Planning Partners' guidance.
- E. Jointly work with PennDOT to manage the 2009 Transportation Improvement Program (TIP) and begin work to ensure adoption of the 2011 TIP by July 2010.
- F. Work with PennDOT and the Governor's Action Team on regional economic stimulus projects as applicable and promote public/private partnerships with developers for the projects.
- G. Align the Mobility Plan goals and objectives with regional and local long-range planning initiatives, programming, and other activities. Work with PennDOT to implement various actions developed in the Mobility Plan, including the identification of a multi-modal core transportation system to advance overall system performance.
- H. Coordinate with PennDOT and FHWA on the development of transportation performance measures.
- I. Assist and coordinate with PennDOT and FHWA in implementing the Work Zone Safety and Mobility Plan, particularly as it relates to projects that have a region-wide impact on safety and congestion.
- J. Assist FHWA and PennDOT in updating the statewide inventory of intermodal facilities and the National Highways System (NHS) intermodal connectors.

PLANNING TOOLS & TECHNIQUES

- A. Continue to maintain the congestion management process (CMP) and intermodal management system (IMS) to ensure that current information is available for project development and prioritization. Continue to monitor the CMP and IMS, and conduct detailed corridor/subarea studies as deemed necessary.
- B. Maintain and update the travel demand model to ensure the integrity of the planning outputs of the model.

- C. Continue to assess the need and appropriateness of Intelligent Transportation Systems (ITS) elements through the Regional Transportation Plan update and Transportation Improvement Program. Implement ITS projects in conjunction with the established ITS regional architecture and update the ITS architecture as required.
- D. Continue to refine and implement the regional operations plan (ROP) as a tool to define a uniform strategic transportation operations plan. Expand cooperative relationships with transportation operators through ITS and operations.
- E. Continue to work with PennDOT on the sharing of Multimodal Project Management System (MPMS) data and the utilization of technology to enhance this sharing.
- F. Continue to identify and implement innovative financing mechanisms for major capital projects. Promote the Pennsylvania Infrastructure Bank (PIB) as a tool for financing transportation projects, including community reinvestment projects.
- G. Continue to facilitate and participate in safety planning activities that lead to better consideration of safety in the selection and prioritization of transportation projects. Assist in the development of potential solutions and funding sources to address the identified safety concerns.

DATA COLLECTION & ANALYSIS

- A. Verify and update roadway inventory and performance measures on approximately 161 Highway Performance Monitoring System (HPMS) sample sections, including any additional segments that may be required based upon revised urban boundary revisions in accordance with HPMS manual specifications.
- B. Collect and submit 90 traffic counts of which 27, approximately 30%, will be classification counts in support of HPMS and the Commonwealth's Traffic Monitoring System (TMS/H), including supplemental and any additional counts. The specific number and type of counts (volume, machine classification, or manual classification) will be determined by PennDOT. Assigned counts should not be taken on weekends or holidays, and will be submitted to PennDOT monthly; ie: the last workday of the month in which the count was taken. All traffic counts will be collected by November 20, 2009 and all data submitted by December 31, 2009.
- C. In support of A and B above, appropriate staff will attend one HPMS and one Traffic Workshop sponsored by PennDOT.

- D. Purchase traffic counters and traffic counting supplies (roadtube, tape, nails, etc.) as needed to complete traffic counts.
- E. Purchase safety equipment, as needed, for traffic counting requirements.
- F. Deliverables:
 - Updated traffic counts to be used to support transportation planning and programming activities.
 - Updated traffic counts that will aid in the maintenance and enhancement of the existing transportation infrastructure in the region.
 - Supplemental traffic counts, if taken, also used to support planning activities.
 - Adequate level of safety equipment and supplies for traffic counting activities.

PUBLIC INVOLVEMENT & OUTREACH

- A. Provide meeting notices and materials not less than five working days prior to meetings and distribute the meeting minutes within 15 working days after the meetings.
- B. Continue environmental justice (EJ)/public participation activities. Implement Title VI/EJ Compliance Plan. Review and evaluate the effectiveness of the procedures and strategies contained in the public participation plan; update plan as needed.
- C. Continue to expand and improve EJ activities to ensure all stakeholders have the opportunity to become involved in the planning and programming process.
- D. Continue to develop and expand the use of the HATS website to share planning and programming information, and the tenets and requirements of SAFETEA-LU with the public. Provide links on the website to share statewide documents.
- E. Ensure requirements for disadvantaged business enterprises (dbes) are addressed in HATS contracting practices. Participate in dbes and EJ trainings offered by FHWA.

LAND USE & TRANSPORTATION

- A. Continue to work with PennDOT and HATS municipalities to incorporate land use planning into the transportation planning process. Help to initiate any changes in the process that may be necessary to accomplish this effort.

- B. Identify projects that will have substantive impacts on land use. Include candidate studies for possible funding in the planning work program under the transportation projects/land use coordination program.
- C. Coordinate all land use planning with the respective county's Comprehensive Plan and TCRPC's Regional Growth Management Plan (RGMP). Look for opportunities to integrate land use and transportation, particularly in blighted communities or brownfields/grayfields.
- D. Strive to implement the recommendations of land use studies that were completed in conjunction with programmed transportation projects.
- E. Assist PennDOT with training activities targeted to local governments dealing with land use issues such as smart transportation, comprehensive planning, implementation tools, access management, transit oriented design, healthy communities, street connectivity, interchange area development, and transportation impact fees.
- F. Utilize the transportation planning and programming process to support sound land use planning and sustainable development. The Keystone Principles for growth, investment, and resource conservation are considered part of these processes.
- G. Work with PennDOT and local governments to implement access control measures in highway corridors as an alternative to future capacity improvements.

PROJECT DELIVERY

- A. Participate with PennDOT in the implementation of the project development process defined through the linking planning and NEPA effort. This will include planning, programming, public participation, environmental analyses, and the execution of smart transportation initiatives.
- B. Work with PennDOT in identifying and implementing initiatives to streamline the programming, environmental, and project development processes. Participate with PennDOT to pilot the identified initiatives.
- C. Prepare and/or participate in project needs studies for transportation projects as identified by HATS and PennDOT. Work with PennDOT and the environmental resource agencies to gain acceptance for the completion of needs studies as part of the planning process.
- D. Assist PennDOT in promoting right-of-way preservation with local governments.

- E. Assist PennDOT in completing various environmental analyses such as EISs, EAs, and CEs associated with major capital projects, especially trend analyses for traffic, land use, and economic development and secondary/cumulative effect analyses.
- F. Continue to administer, in conjunction with PennDOT, the non-traditional projects identified by HATS and PennDOT.

LOCAL TECHNICAL ASSISTANCE PROGRAM (LTAP)

PennDOT's Bureau of Planning and Research is working with HATS to customize LTAP to meet the needs of their region. Tasks and deliverables may include the following:

- A. Develop a priority training list that identifies training needs within the municipalities. Using the priority training list, HATS will work with PennDOT to schedule training dates and provide a facility (conference room) for the training courses on the selected date(s) of training.
- B. Advertise LTAP training dates and locations using various methods, including the HATS website. All registrations for training courses will be coordinated directly through HATS. Provide PennDOT registration information one week prior to the scheduled course date(s).
- C. Market LTAP training and technical assistance. Provide a mechanism for municipalities to contact HATS regarding LTAP and ascertain what format is the most beneficial for them to receive local technical assistance.
- D. Evaluate the effectiveness of training efforts. Participate in an annual LTAP meeting and other PennDOT meetings as required. Attend one (1) LTAP training course and technical assistance on-site visit in the HATS region.
- E. Prepare an annual report that summarizes the process used to market LTAP in the HATS region. Summarize the outcomes and recommendations for future activities with LTAP in the region.

TASK I. MPO ADMINISTRATION

Responsible Agencies:

Tri-County Regional Planning Commission
Capital Area Transit

Estimated Cost:

| | |
|---------------------------------|-----------------|
| Federal Highway Administration | \$52,215 |
| Federal Transit Administration | 10,676 |
| PA Department of Transportation | 7,861 |
| Local | 7,862 |
| Total | <u>\$78,614</u> |

Task Description:

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 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 the fiscal year's annual unified planning work program (UPWP). The TCRPC staff will also prepare monthly invoices and progress reports for submission to PennDOT. The MPO will take the action needed to certify compliance with requirements as mandated by the federal government.

Capital Area Transit: A portion of the program is directed toward routine administrative functions and overhead costs. Supported are accounting, general program administration, facility related costs and other items associated with the Authority's cost allocation program.

End Products:

- Coordination and documentation of meetings
- Local government mailings to 106 municipalities
- Preparation of progress reports and invoices
- Preparation and monitoring of contracts
- Coordination of current and preparation of future HATS UPWP
- General Transit Program Administration and Support
- A Safety/Drug/Alcohol Plan will be maintained in the workplace

Results:

- Developed UPWP work tasks, priorities, budget and documentation
- Staff participation in HATS committee meetings (12)
- Prepared agendas packets and mailings (now provided through web site link emailed to committee members and stakeholders)
- Prepared and reviewed HATS committees meeting minutes (12)
- Internal transportation staff meetings (8)
- Prepared monthly progress reports and revisions as needed for invoicing
- Orientation meetings for new committee members
- General administration: updated/archived central files, email distribution lists; prepared yearly meeting schedule; coordinated/participated in meeting conference calls; maintained current HATS resolutions; drafted correspondence, proclamations
- Staff attendance at PA Planning Association (PPA) conference
- Staff GIS training
- Prepared updated resolutions, as well as general MPO documentation, filing, data back-ups
- Safety/Drug/Alcohol Plan maintained in the Commission office as per our policy

TASK II. REGIONAL TRANSPORTATION PLAN

A. *Public Involvement & Outreach*

Responsible Agencies:

Tri-County Regional Planning Commission

Estimated Cost:

| | |
|---------------------------------|-----------------|
| Federal Highway Administration | \$41,772 |
| Federal Transit Administration | 8,540 |
| PA Department of Transportation | 6,289 |
| Local | 6,289 |
| Total | <u>\$62,891</u> |

Task Description:

Public involvement 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. An annual report describing our activities overall will be published by the end of March.

All HATS meetings are open to the public. The Coordinating Committee meetings of the MPO will be taped for broadcast by CRATV and made part of the MPO record for public review. The TCRPC staff will prepare and host any MPO transportation information reviews, as needed.

The TCRPC newsletter will provide public information on the progress of transportation planning and programming activities. The newsletter will be published three 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.

Partnerships with transportation stakeholders will provide assistance to local governments in the transportation planning process, as well as developing alternatives and funding plans for transportation projects. The Commission Director and a transportation staff member will attend the Statewide Planning Partners meetings when scheduled. Work will also include the continuation of assistance to the Susquehanna Regional Transportation Partnership and Regional Goods Movement Forum, and

coordination with other transportation-related agencies and programs (such as land use and smart transportation) as needed.

End Products:

- Annual report of the MPO distributed to about 300 addressees
- Newsletters distributed to nearly 600 addressees
- Maintain updated information on the website as appropriate
- Continued information dissemination to requests made
- Mapping as needed to support project development
- Outreach programs as described in the Public Education and Public Involvement Plan (PEPI) adopted December 2005
- Expanded outreach efforts, including coordination with developing County Planning Commission initiatives
- Continue translations of meeting notices, as appropriate
- Hold public meetings for the transportation planning program following air quality determinations
- Attendance at MPO Planning Partners meetings, when scheduled
- Respond to local governments and agencies to explore alternative opportunities for transportation projects and funding
- Work with PennDOT to ensure the successful implementation of projects defined in the HATS RTP
- Continue accomplishments of the federally mandated ADA law

Results:

- Continued update and maintenance of HATS website
- Prepared and distributed nearly 300 HATS Annual Report documents
- Prepared transportation/TIP project information for Cumberland, Dauphin and Perry County annual reports
- Newsletter publication and distribution to nearly 600 addresses
- Prepared/posted HATS meeting agendas and handouts for website; updated web links
- Attended training for website development/update
- Coordinated with Dauphin County IT Department to identify methods of updating website
- Explored document preparation software
- Provided presentation to consultant regarding Commission transportation activities
- Met with consultant regarding linking planning & NEPA presentation to ACM
- Staff discussions regarding air quality conformity and public participation activities for the TIP
- Discussion concerning limited English proficiency analysis and outreach
- Presented local bridge information to Perry County Planning Commission; distributed follow-up letters to municipalities
- Local bridge initiative outreach to Dauphin County Planning Commission; letters to municipalities; information to county engineer

- Provided public outreach at Strawberry Square for Congestion Management Process plan
- Presented the HATS plan for linking planning and NEPA, and demonstrated the GIS environmental resources application to the Cumberland County Planning Commission and PennDOT ACM
- Coordinated and participated in HATS TIP public meetings (3)
- Outreach/interview with WITF radio regarding TIP meetings
- Coordinated displays (map, project book, supplies) for TIP meetings
- Provided TIP summary/analysis to PennDOT
- Participated in Cumberland County Smart Growth Partnership committee/meetings
- Prepared formal responses to TIP comments
- Prepared EJ summary for TIP submittal to PennDOT
- Distribution of TIP project summary books to committee members; posted on website
- Assisted in planning a transit roundtable with consultant; prepared mailing; participated in transit “tour” in preparation as well as attend roundtable
- Dauphin County Planning Commission outreach meetings (3)
- Meeting/discussions regarding RGMP/RTP coordination
- Attended statewide planning partners meeting regarding TIP guidance; follow-up discussions
- Attended Planning Partners’ meeting regarding Governor budget proposal and accelerated bridge initiative
- Attended TIP development meeting at District 8-0
- Reviewed MPMS online project data and maps – forwarded comments to PennDOT
- Participated in meeting with PennDOT to discuss MPMS system, data needs and sharing
- Participated in study interview regarding MPO/PennDOT partnership
- Discussions with PennDOT regarding Highway Trust Fund; I-80 tolling
- Participated in I-83 Master Plan meeting with Central and District offices
- Reviewed and commented on PennDOT statewide MPO profile report
- Reviewed and commented on state public participation plan; posted plan on website for public review and comment
- Participated in local bridge meeting with PennDOT and Dauphin County
- Prepared for and attended safety meeting with PennDOT regarding HSIP project funding
- Attended Smart Transportation training at PennDOT District 8 office
- Prepared for and participated in PennDOT TIS/HOP work session
- Participated on statewide NEPA Technical Advisory Committee (TAC)
- Reviewed and commented on Linking Planning and NEPA project development handbook drafts
- Discussed bicycle/pedestrian elements as part of NEPA - project development process

- Participated in conference call regarding linking planning & NEPA handbook
- Coordination with FHWA regarding certification review
- Reviewed neighboring MPO meeting information
- Coordinated TIP resolution with other MPOs
- Participated in project criteria information sharing meeting with North Central RPO
- Planning partners discussions regarding goods movement
- Attended charette presentation at Lancaster Regional Planning Commission
- Prepared list of coordinating activities for Harrisburg Regional Chamber (HRC) transportation subcommittee; offered staff input at HRC meeting
- Prepared for HRC transportation summit presentation
- Reviewed 10,000 Friends PCCI initiative; prepared response/letter of support to 10,000 Friends regarding PCCI initiative
- CLASH study wrap-up meeting; preparation for HATS TC presentation
- Participated in meeting with consultant regarding Turnpike lease
- Participated in meeting with consultant regarding transportation issues in Camp Hill, Lemoyne & Wormleysburg Boroughs for pending joint comprehensive plan
- Prepared letter to Secretary Biehler regarding Lemoyne Connector
- Edit Lemoyne Connector letter to Secretary Biehler on behalf of Harrisburg Regional Chamber
- Attended PUC field view of Cameron/Paxton Street intersection project
- Reviewed, distributed and prepared for discussion on PUC ruling letter regarding Cameron/Paxton intersection project
- Coordinated meeting with Amtrak/Congressman Holden's office and other project stakeholders
- Participated in meeting with Amtrak to discuss funding issues and project delays; prepared follow-up correspondence
- Attended Southern Gateway meetings (2)
- Attended State of the City address
- Organized/conducted PA 39 project stakeholders' meeting
- Provided requested information regarding:
 - transportation funding options
 - access to proposed development
 - PA 743/US422 project funding
 - Fairview Twp project (York TIP) and I-83 Master Plan
 - Centre Region MPO local bridges
 - TIP process and Act 44 to Central Penn Business Journal
 - Millersburg railroad grade separated crossing issues to Congressman Holden's office
 - HIA station project status
 - bridge budget impacts with Lehigh Valley Planning Commission
 - Temple University GIS data
 - bridge project in Rye Township
 - Linglestown Square project funding
 - TIP and year of expenditure calculations with PennDOT and FHWA

- MPO public participation plan review requirements
- Perry County transportation priorities with SEDACOG
- LOS on I83 & I81 with Modern Transit Partnership (MTP)
- Committee attendance records with Cumberland County
- transportation project & field visit with Berrysburg Borough
- Burd Street Bridge
- Haldeman Farms and PA 743 safety improvement
- area resident input to regional transit service
- HATS bylaws and planning process to MPOs
- Commuting patterns with Cumberland County
- Municipal Official Maps and MPC regulations to PennDOT
- Dauphin County roads/bridges data to consultant
- transit agreement to Centre County MPO
- I-81 widening costs to MTP
- local bridges (Duke St) to Dauphin County
- 63rd St. bridge in Swatara Township to citizen
- transportation program items of interest to Paxtang Borough
- RTP to consultant
- intersection on PA 39 to West Hanover Township

TASK II. REGIONAL TRANSPORTATION PLAN
B. Congestion Management Process

Responsible Agencies:

Tri-County Regional Planning Commission

Estimated Costs:

| | |
|---------------------------------|-----------------|
| Federal Highway Administration | \$52,215 |
| Federal Transit Administration | 10,676 |
| PA Department of Transportation | 7,861 |
| Local | 7,862 |
| Total | <u>\$78,614</u> |

Task Description:

Completion of this task will enable the continued implementation and use of a regional mobility plan for strategic congestion relief. A regional congestion management process (CMP) plan will continue to be monitored to conform with SAFETEA-LU requirements. This will include the integration of the CMP's priorities into the regional long range plan development and HATS FFY 2011 transportation improvement program.

Assistance with the implementation of the Susquehanna Regional Transportation Partnership (SRTP), recommendations from the Cumberland/Perry CMS study and St. John's Church Road Interchange Area (CLASH) study will continue. Support for the congested corridor improvements identified in the HATS region, as well as those coordinated with adjacent MPOs, will also continue.

TCRPC will consider the application of Intelligent Transportation Systems (ITS) when appropriate to a project or corridor. The ITS regional effort will continue to be integrated into ongoing plans and project initiatives. Further, ITS improvement projects and operations will be utilized as appropriate to advance the *Regional Operations Plan* (ROP) as a cooperative tool in improving and enhancing mobility and incident management in the region.

Recommendations from the short range transit plan (CAT transit service study) will begin implementation. The short range transit plan updates the existing mass transit system and operating plans, and evaluates system and route performance. Bus stop inventory information supplements this

effort. Service connectivity with surrounding providers will be coordinated to promote inter-regional transit options.

Efforts will continue to monitor the provision of transit service to the elderly and handicapped. An annual update to the Transit Authority's 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 information at its resources. TCRPC will assist area community groups in identifying possible solutions to transportation shortcomings.

Staff will support, as appropriate, the implementation and maintenance of a Public Transit-Human Services Coordination Plan as required by SAFETEA-LU. Staff will also continue to support and coordinate with the efforts of the Susquehanna Regional Transportation Partnership (SRTP), formed 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.

The review and assessment of the Financial Capacity of the transit authority will be the responsibility of Capital Area Transit 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, especially in light of continued operating assistance reductions.

End Products:

- Monitor/update corridors and subareas for future projects and implementation for congestion relief and safety improvement
- Preliminary implementation plan for proposed CAT service alternatives including identification of funding sources, institutional barriers, organizational and operational options and general timetables for implementation
- Support and coordination of the six-county SRTP and its Commuter Services of South Central PA program
- Continued staff support and facilitation of HATS' Congestion Management Plan process
- Continued participation in the planning, integration and implementation of a regional ITS system
- Short range transit plan information and recommendations disseminated to persons and agencies to assist with the development of public transit ridership
- Coordination with CAT, other local transit providers, handicapped and other community groups to improve information in the transit plan document
- Involvement in the continued implementation of a Public Transit-Human Services Coordinated Plan

Results:

- CAT Transit Service Study correspondence (CAT staff, PennDOT staff, county staff, City of Harrisburg staff) and general administration (meetings, agendas, scope)
- Read existing HATS and CAT studies/information
- Researched existing literature on transit analysis
- Met with CAT Transit Service Study workgroup and discussed objectives and data needs
- Identified several measures of performance to be used in the CAT Transit Service Study
- Identified initial purpose and need issues for CAT Transit Service Study
- Started GIS analysis of census data for CAT Transit Service Study
- Refined purpose and needs based on comments from CAT Transit Service Study committee meeting
- Performed analysis supporting and quantifying needs — journey to work and gas price/ridership correlation
- Corresponded with CAT staff to incorporate their feedback on the CAT Transit Service Study purpose and needs
- Continued work on CAT Transit Service Study purpose and needs section; discussion with CAT staff as to fare structure review
- CAT Transit Service Study Steering Committee meeting: finalized purpose and need, identified next steps
- CAT Transit Service Study meeting with CAT staff: data collection, info on CAT planning process
- Distributed guidance on alternatives development and screening to CAT Transit Service Study task force
- Developed CTPP data for use in CAT Transit Service Study
- Continued work on travel time study for CAT Transit Service Study
- Created CAT Transit Service Study maps
- Began draft of CAT Transit Service Study report
- Met with Hummelstown Borough officials to discuss potential transit service to community and any ordinance changes necessary to facilitate implementation
- Forwarded “bottleneck” information to FHWA for report
- Data development for Congestion Management Process (CMP) plan update
- Meeting with CMP planners on maps
- Facilitated CMP Task Force meetings
- Reviewed CMP material/data
- CMP draft maps/report mailing to task force and HATS Committees
- Addressed FHWA comments for CMP
- Prepared CMP reports for general distribution and website
- Provided CMP methodology to DVRPC
- Interview about CMS-related issues/needs in Cumberland County with Carlisle Sentinel
- Attended CMP workshop in Philadelphia
- Worked on identifying safety projects
- Reviewed PennDOT safety project list

- Coordinated and attended CPTF meeting with task force officers
- Coordinated CPTF meeting logistics, PennDOT participation, and distributed agenda/notices
- Finalized CPTF meeting for Sterrett's Gap project input, attended and follow-up
- Met with and prepared materials for Susquehanna Regional Transportation Partnership auditors
- ITS correspondence with PennDOT District 8-0 staff
- Discussion with PennDOT concerning New Freedom and JARC funding opportunities
- Discussion with United Cerebral Palsy director concerning possible application
- Discussed New Freedom/JARC program with PennDOT and potential applicants
- Discussion with PennDOT concerning application information for Section 5310 applications
- Established committee steps to process any applications for 5310 or JARC program
- Met with US GAO to discuss and respond to JARC funding questions

TASK II. REGIONAL TRANSPORTATION PLAN
C. Intermodal Management Systems

Responsible Agencies:

Tri-County Regional Planning Commission

Estimated Cost:

| | |
|---------------------------------|-----------------|
| Federal Highway Administration | \$52,215 |
| Federal Transit Administration | 10,676 |
| PA Department of Transportation | 7,861 |
| Local | 7,862 |
| Total | <u>\$78,614</u> |

Task Description:

Intermodal management systems planning will allow the continued identification and monitoring of the multi-modal access needs of intermodal passenger and freight facilities. Proposed strategies will be identified to improve connections between intermodal facilities, the NHS, and other modes. To this end, an inventory of intermodal facilities as well as the NHS intermodal connectors for the HATS region will be conducted as part of a broader, statewide collaborative effort between FHWA, PennDOT Program Center, PennDOT Planning & Research, and Planning Partners and provide an updated intermodal foundation for the concurrent RTP update.

Implementation of recommendations from the 2006 South Central PA regional goods movement study will continue with emphasis on the eight-county Regional Goods Movement Forum (RGMF) and initiate project implementation through the RTP update process. In addition, implementation of applicable elements from a completed south central PA Regional Action Plan (RAP) will begin to be coordinated.

The regional travel demand model and detailed Census Transportation Planning Package (CTPP) data will continue to be used for ongoing analysis, scenario building, and monitoring. In addition, coordination with the Regional Transportation Plan (RTP) and Congestion Management Process Plan will proceed in an effort to meet established HATS long-range goals. Use of the travel demand model will assist the Commission in meeting the objectives of FTA's air quality planning and congestion management emphasis areas.

HATS will monitor and assist with the progress of the regional rail initiative as part of long range transit planning (LRTP) efforts. This process will be

coordinated among representatives of FHWA, FTA, PennDOT, the Modern Transit Partnership (MTP), HATS, and others as specifically identified by MTP. Future transit/multi-modal initiatives, including pedestrian and bicycle alternatives and improvements, will be explored and coordinated within the planning process. Additional effort to improve community walkability, promoting non-motorized traffic safety will continue to be emphasized.

End Products:

- Inventory of HATS' intermodal facilities and the NHS intermodal connectors in support of FHWA/statewide update effort
- Continue monitoring all aspects of intermodal facilities
- Work to coordinate activities into intermodal opportunities
- Participate in activities to implement the priorities of the adopted Regional Operations Plan
- Staff support for the Regional Goods Movement Forum and ongoing coordinative efforts
- Coordinate with evolving Regional Action Plan (RAP) priorities
- Monitor the latest information concerning passenger transportation in the nation, applied to the HATS area as appropriate
- Ongoing work efforts and data development to support the Bicycle/Pedestrian/Passenger Task Force, including sidewalk "best practices" initiative

Results:

- Attended MTP Corridor One/PA regional rail network presentation
- Attended PennDOT meeting concerning the Middletown train station
- Attended Corridor Two workgroup meeting
- Review of information on Corridor Two, coordination with consultant
- GIS staff prepared location match for potential station stops for Corridor Two
- Met with Go21 rail advocacy representative regarding federal legislative issues
- Federal Rail Administration (FRA) issues discussion
- Millersburg Borough railroad grade separated crossing discussion
- Lemoyne Connector discussions including HATS official position, letter to PUC, and resolution circulated among Cumberland County municipalities
- Gather existing I-81 studies for I-81 Coalition reference
- Attended I-81 Corridor Coalition conference
- I-81 Corridor Coalition Freight Track committee meeting preparation and follow-up
- Participated in fifteen (15) "Talking Freight" webinars with topics including: air quality/emissions, FHWA freight analysis framework, significant projects, freight/land use, freight logistics, Council of Supply Chain Management, project prioritization, future surface transportation legislation, commercial motor vehicles, freight legal issues

- Attended 2-day Freight Improvement Financing workshop
- Corridors/Talking Freight clarification with FHWA
- Meetings (2) with PennDOT Deputy Secretary regarding the Regional Goods Movement Forum (RGMF)
- Held four (4) meeting strategy sessions
- Conference call with FHWA staff regarding RGMF strategy/organization/support
- Conference call with PA Chamber Business/Industry regarding private sector RGMF recruitment
- Recruited public and private sector RGMF members
- Attended internal management meeting to clarify RGMF priorities
- Meetings/RGMF priority development with PennDOT ITS, signage staff (3)
- Continued refinement of RGMF agenda and action items; meeting invites and reminders
- Planned/staffed/prepared meeting logistics and materials for RGMF meetings
- Review/tour RGMF meeting sites
- Provided staff support for five (5) RGMF public/private sector forum meetings, including meetings with co-chairs to develop strategies and meeting agenda items
- Post-RGMF meeting activities: notes, subcommittee development
- Finalize/clarify RGMF Planning Partner support
- PA Senate legislative update for potential RGMF agenda item
- Staff meeting/discussion regarding RGMF status and direction
- Attended, developed materials for RGMF subcommittee conference call
- Provided guidance, goal/activity clarification to RGMF subcommittee chairs
- Developed schedule, agenda, materials and attended RGMF “System Performance” subcommittee meeting
- Participated in RGMF “Projects” subcommittee strategy session (FHWA, PennDOT)
- Discussed RGMF potential project funding sources
- Discussion with Pennsylvania Motor Truck Association (PMTA) and PA State Police (PSP) staff regarding diesel idling regulations
- Conducted RGMF e-mail ballot to support PennDOT RAPIDS grant
- Norfolk Southern site visits (2)
- Obtained approvals and submitted AMPO freight survey
- Provided freight brochure, overview at Cumberland County Municipal Outreach meetings (2)
- Reviewed and refined goods movement performance measures
- Meeting with PSU-Harrisburg regarding freight data repository/analysis
- Drafted scope for PSU-Harrisburg collaboration
- Meeting with Michael Baker to discuss freight modeling
- Participate in PennDOT Rail Freight Cost-Benefit Steering Committee meetings (2)

- Discuss status of 'ECONS'-era projects, such as Whitehouse Lane bridge
- Review 1985 regional goods movement study development materials
- Reviewed RTAP/RFAP funding information
- Assessed freight planning research topics for FHWA
- Refined RGMF/NCFRP problem statement submission
- Review and discussion of America's Marine Corridor (e.g. inland port) rule with FHWA, DRMEC, SARAA
- Public-Private Partnerships update from PA Senate liaison
- FY 08 Intermodal Connector (IMC) update PennDOT coordination/guidance
- Researched framework/scope for IMC analysis
- FY 08 IMC updates from passenger and freight entities
- Obtained PennDOT guidance and revised data from HIA, Amtrak for IMC update
- Developed plan for FY 08 IMC update, e.g. counts at NS intermodal yards (2)
- Reviewed CMP facilities for IMC project
- Meeting with staff regarding intermodal project strategy
- Conference call with NS regarding intermodal project data (2)
- Tour of ES3 (logistics) and Genesee Wyoming/York Railway facilities
- Prepared logistics for intermodal assessments with RGMF members
- Site visits for intermodal connector assessments
- Intermodal connector analysis, e.g. truck counts
- Added pipeline/hazmat transport to intermodal analysis
- Intermodal assessment pre-visit to Norfolk Southern Rutherford Yard
- Intermodal assessment of NS Harrisburg Yard
- Coordinate assessments of seven additional locations in Dauphin, Cumberland, and York counties
- Coordinate assessments with Planning Partners (YAMPO, LEBCO)
- Follow-up/meetings on assessment results
- Site visits of distribution centers in Dauphin County
- Dauphin County LEPC meeting regarding pipelines
- Dauphin, Cumberland, Perry County follow-up regarding pipeline reports
- Research process/meetings to add Cumberland County pipeline roads to Federal Aid System
- Begin federal aid (re)designation of Mechanicsburg pipeline facility roads
- Prepared documents for HATS approval of Federal Aid System additions
- Shippensburg University follow-up regarding warehousing/intermodal report
- Staff coordination of HATS intermodal analysis
- Draft final intermodal analysis
- Developed CAT data for intermodal study
- Provided staff support for four (4) bike/pedestrian/passenger task force meetings, including agenda preparation and follow-up

- correspondence, as well as project information regarding Enola bridge replacement
- Prepared and distributed bike/pedestrian/passenger task force meeting notes
 - Reviewed existing bike/pedestrian/passenger materials
 - Initiated development of sidewalk best practices guide for municipalities as a project
 - Sidewalk “best practices” staff discussion
 - Began research and data collection for sidewalk best practices guidance
 - Outlined documentation for sidewalk best practices guidance
 - Discussed Lebanon County bike/pedestrian comments and request for information
 - Attended HATS regional transit roundtable event
 - Attended kick-off meeting for Shippensburg Rail-Trail extension
 - Researched/prepared Technical Committee passenger rail presentation

TASK II. REGIONAL TRANSPORTATION PLAN
D. Data Development & Support

Responsible Agencies:

Tri-County Regional Planning Commission

Estimated Costs:

| | |
|---------------------------------|------------------|
| Federal Highway Administration | \$138,893 |
| Federal Transit Administration | 28,397 |
| PA Department of Transportation | 20,911 |
| Local | 20,912 |
| Total | <u>\$209,113</u> |

Task Description:

Regional transportation planning will consist of updating the Regional Transportation Plan (RTP) including prioritization and staging of all major capital projects based on defined transportation needs, and ensuring conformity with the requirements of SAFETEA-LU and the Clean Air Act Amendments (CAAA) of 1990. The updated RTP will provide the foundation for project development in concert with linking planning and NEPA principles, and ultimately serve to improve the implementation efficiency of the TIP.

Use and analysis of data provided through the detailed Census Transportation Planning Package (CTPP), MPMS downloads, planning studies and application of the regional travel demand model will continue, and contribute toward the development of transportation performance measures. Other data coordination with neighboring planning MPO partners will be supported and applied to HATS planning and modeling analyses, as mutually agreed upon.

TCRPC's Regional Growth Management Plan (RGMP) update concurrent with the RTP update will provide opportunity for close coordination of the land use and transportation planning efforts in the HATS region, as well as the coordinated application of the performance measures using scenario analyses techniques.

The updated RTP crash corridor analysis, supplemented by specific PennDOT District traffic analysis, and special study recommendations, will be used to target and prioritize areas for safety improvements and further

the safety goals of the RTP, SAFETEA-LU and PennDOT's Comprehensive Strategic Highway Safety Improvement Plan (CSHSIP). HATS staff will continue to participate in safety planning activities that lead to a better understanding of safety in the prioritization of transportation projects.

Work will continue in an effort to meet the regional objective of linking land use and transportation and coordination with the various agencies and initiatives whose efforts impact our region's transportation system. Staff will work with appropriate committees and task forces to better connect the HATS planning process with ongoing NEPA and 'smart transportation' initiatives. Adjustments to the HATS planning process will be made to support economic, social and environmental goals the evolving NEPA and smart transportation priorities emphasize.

A compilation of a needs-based system of improvement projects will be maintained from technical studies, inventories, and long range programs. TCRPC will continue to develop and maintain a comprehensive computerized project database. Staff will continue to work with its partners to identify potential strategies and non-traditional sources of revenue to support the region's infrastructure needs.

The travel demand model will assist the TCRPC staff with implementing several of its annual objectives, including but not limited to, revisions to the RTP, congestion management, intermodal management, Regional Growth Management Plan, MTP's Regional Rail 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 scenario planning efforts. Potential application of a freight modeling component, in concert with PennDOT's statewide freight modeling efforts, will be advanced.

Staff will monitor changes in air quality legislation as needed and conduct air quality conformity analysis for the RTP, Transportation Improvement Program (TIP), and amendments as required to maintain conformity.

Transportation networks will be monitored to update, and adjust if necessary, any changes to the Federal Aid System/Functional Classification and the National Highway System network. Reviews will be based upon changes in demographics, land use and the transportation system including additions, adjustments, and obstacle identifications.

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

- the long range transportation plan (RTP) -- specifically to identify environmental resources and potential mitigation opportunities;
- the project development process (including identifying environmental resources as part of linking planning and NEPA);
- the congestion management process;

- current information for the intermodal management system;
- special studies; and
- the transportation improvement program (TIP).

HPMS will be performed and data-entered for all roadway sections selected by PennDOT by December 31, 2009. All assigned counts will be provided through an electronic exchange of computer data between PennDOT and TCRPC. Traffic counts will be performed and data-entered for 90 roadway sections, of which 27 (about 30%), will be classification counts. Physical condition inventories will be performed on 161 HPMS sample sections. Traffic counting supplies and equipment will be purchased to comply with safety requirements.

End Products:

- Development and application of performance measures/indicators in alternative futures/scenario analysis
- Update and maintenance of the Regional Transportation Plan to reflect new priorities, including safety, mobility, environment, congestion, goods movement and transportation systems management/operations strategies
- Collaborate in a concerted safety initiative to generate a continuous and focused emphasis on safety improvement and project funding in the Harrisburg region
- Use the RTP as the basis for project development and selection, including linking the process to NEPA and smart transportation
- Continue to fine-tune the travel demand model such that it becomes a working tool for TCRPC staff planning program efforts (County, Regional and Transportation)
- Update and refine model software and data to maintain the RTP and perform air quality conformity analysis, including socio-economic variable projections
- Evaluate detailed CTPP data and other demographics as appropriate to identify specific transit/transportation needs. Work with community groups to define alternatives for implementation
- Refine demographics and projections, distributed to the TAZ level
- Conduct coordinated surveys (household, O&D, truck), through consultant contract, to tailor the model to local conditions
- Continue training to successfully use the model for in-house planning applications, such as scenario planning, and produce air quality conformity determination analyses
- Continued staff participation in PA Air Quality Conformity Working Group
- Continue to coordinate with the Air Quality Partnership of the Susquehanna Valley, and other air quality stakeholders as appropriate
- 100 percent completion of all loop, classification and manual counts on time
- Data collection and transmittal of traffic count information to the Department on a monthly basis, completed by December 31, 2009
- Determine the types of analysis needed, and develop data accordingly

- Perform a thorough search of available natural, social, and cultural data; validate the data and make it available on the GIS server
- 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

Results:

- Ongoing development of HATS process update/revisions with respect to the Regional Transportation plan (RTP) and linking planning & NEPA
- Attended meeting with PHMC regarding available data and potential data sharing opportunities
- Worked with PHMC to generate cultural resources data for environmental resources GIS application
- Prepared information regarding structurally deficient (SD) local bridges
- Reviewed PennDOT local lead process (Pub 535); coordination with local bridge effort
- Discussed and outlined local bridge program approach
- Local bridge follow-up with Rye Township & Lower Paxton Township
- Conducted pre-application meeting with Wormleysburg Borough regarding Stella and 2nd Streets traffic signal project
- TIP/spike funding preparations
- Updated bridge bill project information/listing
- Responded to New Bloomfield TE project inquiry
- Follow-up with consultant on St. Catherine Laboure Safe Routes to School project
- Reviewed, drafted letter and distributed to school districts the federal Safe Routes to School program information; participated in web-ex
- Lykens Valley Rail Trail TE project status, re-programming coordination and follow-up
- Safety audit (roadway, pedestrian) review; connection with LTAP Walkable Communities program and potential bike/pedestrian task force sidewalk best practices effort
- Continuing discussions regarding Lemoyne Connector
- Development and evaluation of potential safety projects for 2009 HSIP line item programming
- Discussed definition of safety project priorities for HSIP line item
- Worked on scope for park and ride project study
- Attended travel demand model (TDM) training in Annapolis, MD
- Met with consultant to review model update
- Met with PennDOT about MPO freight model
- Ongoing travel demand model review and update
- Prepared and model networks for AQ analysis
- Worked on modeling analysis for the CLASH study
- Attended Air Quality (AQ) Conformity Kickoff meeting
- Attended PA AQ Working Group meetings (2)

- Worked on AQ project status coding
- Ran AQ model for ozone and PM emissions
- Completed AQ analysis
- Prepared map for Air Quality
- Coordinated AQ with LebCo/PennDOT
- Prepared AQ executive summary and technical analysis reports
- Updated and installed new travel demand modeling (TDM) software
- Ran model to review transit ridership
- Ongoing transit network update
- Reviewed AQ regulations
- Attended TDM presentation
- Participated in three (3) freight planning webinars: air quality, greenhouse gas emissions, and project traffic forecasting
- Attended Air Quality conference on MOVES in Baltimore, MD
- Air quality analysis for park and ride study project programming
- Worked with PennDOT database to place points and attribute information to set up a traffic signal point location GIS layer
- Worked with MPMS system to download and update TIP project shapefiles
- Completed project database work; prepared project summary/analysis
- Created summary TIP project map and associated booklet of TIP projects
- Finalized quotes and project summary booklet printing
- 2009-2012 TIP projects GIS layer loaded on Dauphin County SDE server
- CMP Corridors 2008 loaded on Dauphin County SDE server
- GIS layers created for the CAT Service Study
- CAT Routes GIS layer updated
- Meeting with staff regarding freight data analysis needs
- Refreshed GIS with PennDOT downloads
- Attended staff meeting regarding land use cover system
- Evaluated Chesapeake Bay land change model
- Started developing GIS layers to support the RGMP update and the Chesapeake Bay Program land change model
- Continued outreach to local agencies to gather additional GIS data
- Researched safety/HSIP funding regulations and requirements
- Met with PennDOT/FHWA to discuss proposed safety projects
- Track progress regarding highway trust fund/reauthorization
- Research & review reauthorization materials
- Researched PA Act 120 with respect to project development process
- Researched performance measures with respect to upcoming reauthorization
- Research State Rail Plan with respect to Rail Safety Improvement Act
- I-80 Tolling press conference (online)
- Discussions with FHWA regarding advanced construction and retroactive reimbursements
- Reviewed information on “Complete Streets” – possible connection with LTAP Walkable Communities program

- Gather HOP and access management support documents
- Reviewed East Hanover Township traffic impact fee ordinance materials
- Staff attended PA Data Center Economics workshop
- Met with DCED representative to discuss Regional Growth Management Plan (RGMP) update
- Drafted RGMP scope; prepared summary of RGMP update for TCRPC Board
- Develop coordinated RTP/RGMP/TIP timeline and work program
- Attended PennDOT 8-0 Smart Transportation training
- Participated in Cumberland County Smart Growth meetings (4)
- Distribute and discuss smart transportation project funding application information
- Prepared Federal Aid material for HATS Technical Committee meeting
- Attended PennDOT “Traffic Data Workshop” for 2008 traffic count season
- Performed FY 2008 traffic counts
- Staff performed manual count on PA 39
- Provided PennDOT Bureau of Planning and Research with a list of questions for vendors for the statewide traffic counting contract
- PennDOT field review for TCRPC traffic counting program
- Developed a regional GIS base map
- Meeting with transportation planners on data needs and organization
- PennDOT data review meeting and follow-up
- Environmental overview information
- Project/NEPA application development tasks (application design, coordination with Dauphin County GIS staff, data needs identification, and downloading data)
- Received cultural resources information from PHMC to be added to the environmental resources GIS application
- Contacted DEP for HAZMAT and CERCLA information
- Obtained critical/pipeline facility info for GIS (2 counties)
- Presented GIS application to resource agencies at the ACM meeting
- Discussions/testing with bridge data
- Continuing work to update CAT system map
- Initiated the process for creating a unified land use/land cover layer based on Anderson Level II/III classifications
- Staff GIS training

TASK III. PLAN IMPLEMENTATION

A. *Transportation Improvement Program (TIP/STIP)*

Responsible Agencies:

Tri-County Regional Planning Commission
Capital Area Transit

Estimated Cost:

| | |
|---------------------------------|-----------------|
| Federal Highway Administration | \$10,791 |
| Federal Transit Administration | 2,206 |
| PA Department of Transportation | 1,625 |
| Local | 1,625 |
| Total | <u>\$16,247</u> |

Task Description:

The Transportation Improvement Program (TIP) will be maintained for FFY 2010, including both highway and transit projects. Project implementation dates will be monitored and revised as needed. Changes to the TIP will necessarily comply with the administrative procedures adopted under the federal surface transportation planning regulations. The HATS TIP will be consistent with the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and CAAA of 1990.

- i. HIGHWAY ELEMENT FFY 2009, will be amended as needed within fiscal constraint and CAAA requirements, and in compliance with HATS' TIP and Public Involvement Resolutions.
- ii. TRANSIT ELEMENT FFY 2009, will be monitored similarly to the Highway Element.

Monitor current Twelve Year Program to ensure consistency with Regional Transportation Plan. Participate in program update, as appropriate.

End Products:

- Maintenance of a fiscally constrained TIP that draws from the RTP and responds to the defined needs of the region.
- Work with PennDOT and its consultants to implement the projects as selected by the HATS Committees.

- Transportation Enhancement and Home Town Streets/Safe Routes to School program administration
- Review Twelve Year Program as presented by PennDOT

Results:

- Discuss 2009 TIP project funding issues with PennDOT Central Office
- Discussions regarding TIP balancing and project funding
- Prepared '09 draft TIP summary, including line items
- Reviewed TIP modifications draft resolution
- Prepared HATS resolutions (AQ, self-certification), TIP modification procedures and discuss with PennDOT, FHWA
- PennDOT conference call on FFY 2009-2012 TIP funding
- Draft TIP outreach meetings
- Final approval and processing of FFY 2009TIP, effective October 1, 2008
- Prepared and distributed HATS' new process/funding letter
- Discuss Amtrak project contract issues
- Cameron/Paxton Street intersection project rail bridge replacement discussion, including PUC field view and PUC response strategy
- Southern Gateway funding discussions
- TIP discussions regarding HATS priority project funding
- 5th Street/University Drive project funding/'right-sizing' discussions
- Attend 5th St/University Drive meeting at District 8-0
- Ongoing project discussions including: I-83, Paxton-Cameron intersection, 5th Street/University Drive, New Kingstown Bypass, Lemoyne Connector, PA 39 Widening
- Participate in PA 39 widening project meeting
- Meeting to update on I-83 Master Plan
- Prepared letter regarding Newport TE project
- Meeting with District 8-0 and County engineer regarding Dauphin County bridge #122
- Consulted with PennDOT staff regarding Upper Dauphin and Perry Counties Park and Ride study
- Discussions regarding SD bridges and local bridge initiative funding and priorities
- Goods movement input to PennDOT Program Development document
- Provided goods movement input regarding TIP prioritization criteria
- Recommended safety projects regarding goods movement benefit
- Project database work – structure, update/maintenance of data, connections with NEPA/project development effort
- Process eSTIPs; prepared amendment letters
- Prepared and distributed email ballots, as needed
- Review SRTS project applications, provided rankings; forward criteria to committee members
- Attended SRTS meeting in Carlisle
- Generated annual listing of federal obligated projects report
- Prepared smart transportation application for Lemoyne Connector project

TASK IV. SUPPLEMENTAL FUNDING (SPECIAL STUDIES)

Regional Growth Management Plan Update, Phase 2 - Tri-County Regional Planning Commission

Responsible Agencies:

Tri-County Regional Planning Commission
Study Task Force

Estimated Cost:

| | |
|--|------------------|
| Federal Highway Administration | \$16,000 |
| Dept of Community & Economic Development (PA DCED) | 20,000 |
| Local | 4,000 |
| Total | <u>\$40,000*</u> |

**Phase 2 – project phased over two years, totaling \$80,000 (\$32,000 federal; \$40,000 state; \$8,000 local funding split); update complete by June 30, 2010.*

Task Description:

Update the Regional Growth Management Plan adopted by Tri-County Regional Planning Commission in 2003. Incorporate direction and policies into the HATS Regional Transportation Plan and program outreach and implementation, emphasizing the land use-transportation connection.

Elements included in this review and update effort are:

1. tenets, goals and objectives fundamental to the tri-county region's decision-making;
2. socio-economic factors and projections;
3. GIS data and related mapping;
4. regional land development policy;
5. planned growth and community service areas necessary to support the regional land development policy;
6. implementation measures, including municipal outreach, to be applied at the respective local, county, and regional levels; and
7. application and interpretation of on-going monitoring criteria.

End Products:

Completion of update by June 30, 2010.

Results:

- Finalized draft scope, budget for FY 2009 update
- Met with DCED regarding LUPTAP grant guidelines
- Implemented DCED recommendations for improvement
- Submitted draft scope, budget to DCED
- Attended PA Data Center Census Data Workshop
- Obtained funding approval (pending confirmation)
- Meeting preparation: budget, timelines, RTP coordination
- Staff kickoff meeting
- Pre-study research/reading

TASK V. SPECIAL PROJECTS

Susquehanna Regional Transportation Partnership (SRTP)

Responsible Agencies:

Tri-County Regional Planning Commission (HATS)
Lancaster County Planning Commission (LCMPO)
York County Planning Commission (YAMPO)
Lebanon County Planning Commission (LebCo)
Adams County Planning Commission (Adams RPO)

Estimated Cost:

| | |
|---------------------------------------|--------------------|
| Federal Highway Administration (CMAQ) | \$2,380,536 |
| Total | <u>\$2,380,536</u> |

Task Description:

Susquehanna Regional Transportation Partnership (SRTP) continues the special project which began during the FY 2004-2005 program year.

SRTP was formed as a six-county membership organization to develop, promote and operate a regional rideshare program. The above-noted responsible agencies approved previously obligated Congestion Mitigation Air Quality (CMAQ) funds to be transferred to SRTP as administered through HATS, and agreed to share SRTP's cost. Berks County and Franklin County shares also will be included as their participation is finalized.

End Products:

- Outreach program to major employers and Chambers in the region to increase private support for the program
- Regional Emergency Ride Home program to build interest and confidence in using commute alternatives
- Information events to inform employees of ride sharing benefits and transit routes
- Marketing plan integrating advertising, outreach, and public relations designed to comprehensively promote the program
- Maintain regional ride share database and informational website to provide information and links to transit opportunities
- Assist area Transit Agencies, other agencies and organizations to better promote and coordinate their activities to reduce traffic congestion and improve air quality

Results:

- 11,000 active rideshare applications in the confidential database, with 51% match rate
- 98.7% satisfaction rate among database participants
- 178 commuters enrolled in Emergency Ride Home program
- Installation of 50 Commuter Services signs along major roadways
- Outreach with 174 employers, both large and small, in the region
- 9,842 web hits; 19,443 page views at www.PaCommuterServices.com
- Responded to over 600 calls to 1-866-579-RIDE
- Coordinated media activities and events, garnering at least 40 mentions of Commuter Services in local media

BUDGET SUMMARY
UPWP FY 2009-2010
HARRISBURG AREA TRANSPORTATION STUDY

| | TOTAL PROGRAM | FEDERAL | | STATE | LOCAL | |
|--|----------------|----------------|---------------|---------------|---------------|---------------|
| | | PL | MPP | | PL | MPP |
| I. MPO ADMINISTRATION | 78,614 | 52,215 | 10,676 | 7,861 | 5,193 | 2,669 |
| II. REGIONAL TRANSPORTATION PLAN | 429,231 | 285,096 | 58,288 | 42,923 | 28,351 | 14,572 |
| A. Public Involvement/Outreach | 62,891 | 41,772 | 8,540 | 6,289 | 4,154 | 2,135 |
| B. Congestion Management Process | 78,614 | 52,215 | 10,676 | 7,861 | 5,193 | 2,669 |
| C. Intermodal Management Systems | 78,614 | 52,215 | 10,676 | 7,861 | 5,193 | 2,669 |
| D. Data Development & Support | 209,113 | 138,893 | 28,397 | 20,911 | 13,812 | 7,099 |
| III. PLAN IMPLEMENTATION | 16,247 | 10,791 | 2,206 | 1,625 | 1,073 | 552 |
| A. Transportation Improvement Program (TIP/STIP) | 16,247 | 10,791 | 2,206 | 1,625 | 1,073 | 552 |
| TOTAL REGULAR PROGRAM | 524,092 | 348,103 | 71,170 | 52,409 | 34,617 | 17,793 |
| IV. SPECIAL STUDIES | 40,000 | 16,000 | 0 | 20,000 | 4,000 | 0 |
| RGMP Update - Phase 2* | 40,000 | 16,000 | 0 | 20,000 | 4,000 | 0 |
| V. SPECIAL PROJECTS | 0 | 0 | 0 | 0 | 0 | 0 |
| Susquehanna Reg'l Transp Partnership ** | 0 | ** | 0 | 0 | 0 | 0 |
| TOTAL LOCAL PROGRAM | 564,092 | 364,103 | 71,170 | 72,409 | 38,617 | 17,793 |

* Funded over two years; contract complete by June 30, 2010. State funding from PA DCED.

** Federal funds are **CMAQ**, not PL; SRTP budget numbers are to be updated with current amounts after June 30, 2009.

Exhibit "A"

Exhibit "B"

Exhibit "C"