

DRAFT

UNIFIED PLANNING WORK PROGRAM
(UPWP)

FY 2010 - 2011
July 1, 2010 - June 30, 2011

HARRISBURG AREA TRANSPORTATION STUDY
(HATS)

SCHEDULED

Technical Committee Recommendation:
February 12, 2010

Coordinating Committee Approval:
February 26, 2010

Harrisburg Area Transportation Study
Work Program - FY 2010-2011

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Harrisburg Area Transportation Study Prospectus

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 103 municipalities within Cumberland, Dauphin, and Perry Counties, covering over 1,600 square miles in area, and operates with a formal Memorandum of Understanding with neighboring Lebanon County and York County planning organizations.

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.

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 management, bridge management, intermodal management, pavement management, safety, public

transportation and traffic monitoring. HATS is responsible for development and enhancement of the congestion management process (CMP) and intermodal management system (IMS), which are 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 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 sub-committees to address specific transportation issues relative to the Regional Transportation Plan 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.

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. A similar agreement with the Lebanon County MPO (LebCo) was signed on April 24, 2009.*

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 participation process that supports early and continuing involvement of the public in developing and amending the RTP and TIP. In 2000, HATS adopted a public participation 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 8-hour ozone standard. EPA also approved the motor vehicle emissions budgets (MVEB) that are identified in the Harrisburg maintenance plan for the purpose of continued attainment of the 8-hour ozone standards for at least 10 years. For the fine particulate matter (PM_{2.5}) annual and daily standards, the Harrisburg area is classified as non-attainment with a required regional attainment date of December 14, 2010. Thus, transportation conformity requirements must be met for the HATS region and closely coordinated with the Lebanon County and York County MPOs.

FY 2010 - 2011 PROGRAM BUDGET

The total budget for the regular FY 2010-2011 Unified Planning Work Program is \$541,496, which reflects a 4% increase in PL of the FY 2009-2010 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

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 2010-2011 HATS Work Program (UPWP) by February 28, 2010. Submit all documents required for contract execution by March 10, 2010, 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 and operational efficiency 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. Coordinate with PennDOT and FHWA on the development of transportation performance measures.
- F. Jointly work with PennDOT to manage the 2009 Transportation Improvement Program (TIP) and ensure adoption of the 2011 TIP by July 30, 2010.
- G. 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.
- H. 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 integration of a multi-modal core transportation system to advance overall system performance.
- I. Assist PennDOT and FHWA in evaluating projects likely to cause region-wide work zone impacts and participate in the development of transportation management plans (TMP) as appropriate.
- J. Assist FHWA and PennDOT in updating the statewide inventory of intermodal facilities and the National Highway System (NHS) intermodal connectors.
- K. Work with PennDOT and FHWA to request functional classification, federal-aid system, and NHS changes when needed.
- L. Work with PennDOT and DEP to monitor and evaluate green house gas emissions and assist in the implementation of Pennsylvania's Climate Action Plan.

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 work with PennDOT to update the ITS architecture as necessary.
- 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 tools, such as the traffic management center and PA 511 program.
- 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 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, 2010 and all data submitted by December 31, 2010.
- 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 PARTICIPATION & 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) and public participation activities. Implement Title VI 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 PennDOT and 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, ADA compliance, 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, including the Keystone Principles for growth, investment, and resource conservation.
- 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 to identify and implement 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.

Harrisburg Area Transportation Study Task Descriptions

TASK I. MPO ADMINISTRATION

Responsible Agencies:

Tri-County Regional Planning Commission
Capital Area Transit

Estimated Cost:

Federal Highway Administration	\$54,304
Federal Transit Administration	10,676
PA Department of Transportation	8,122
Local	8,122
Total	<u>\$81,224</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.

TCRPC staff will coordinate with Cumberland, Dauphin and Perry County Continuity of Operations (COOP) plans to structure a COOP for HATS, as recommended by FHWA and FTA in HATS' 2009 certification review.

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. The 1997 memorandum of understanding (MOU) between HATS and CAT will be updated to reflect PennDOT's role in the transit planning process.

End Products:

- Coordination and documentation of meetings
- Local government mailings to 103 municipalities, notifications and advertisements
- Preparation of progress reports and invoices
- Preparation and monitoring of contracts
- MPO Continuity of Operations (COOP) plan
- Updated HATS/CAT MOU
- Coordination of current transportation program 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 task priorities, budget including special project and supplemental funding requests, documentation and contract adjustments
- Prepared Technical and Coordinating Committee agendas, meeting notifications and advertisements, meeting coordination with officers & PennDOT
- Agenda material preparation for web posting/email notification/link to members
- Staff participation in HATS committee meetings (12)
- Prepared, reviewed, distributed HATS committee meeting minutes (12)
- Prepared monthly progress reports as needed for invoices
- Maintained contracts including new Master Agreement, supplements, extensions, shift to multi-year contracting, SRTP funding coordination
- Coordinated annual schedule for HATS meetings
- Gathered information requested for federal certification “desk” review including Title VI/DBE/ADA/LEP report; distributed CDs
- Certification review local government notice distributed; advertisement published in Patriot News
- Prepared overview information for MPO certification “field” review
- Attended/participated/prepared for HATS MPO Certification review
- Provided certification review follow-up information
- Review/input on FHWA certification draft report
- Internal transportation staff meetings (10)
- General administration: updated/archived central files including general MPO documentation, correspondence, resolutions, proclamations, email distribution lists, data back-ups; coordinated meeting conference calls
- Researched project scheduling software
- Safety/Drug/Alcohol Plan maintained in the Commission office as per our policy

TASK II. REGIONAL TRANSPORTATION PLAN

A. *Public Participation & Outreach*

Responsible Agencies:

Tri-County Regional Planning Commission

Estimated Cost:

Federal Highway Administration	\$54,304
Federal Transit Administration	10,676
PA Department of Transportation	8,122
Local	8,122
Total	<u>\$81,224</u>

Task Description:

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.

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. Future appointments to the HATS Technical, Coordinating and sub-committees will consider the importance of ethnic and gender diversity.

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. An annual report describing HATS overall activities will be published by the end of March.

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. Assistance will also

continue with the Susquehanna Regional Transportation Partnership, Regional Goods Movement Forum, and coordination with other transportation-related agencies and programs (such as land use and smart transportation) will continue 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 planning and 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
- Continued 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 activities related to the federally mandated ADA law

Results:

- Prepared and distributed HATS Annual Report to nearly 300 addresses
- Prepared and distributed TCRPC newsletter to over 500 addresses
- Continued update and maintenance of HATS website, including posting of meeting materials
- Coordinated with consultants to proceed with update of TCRPC/HATS website
- Coordination of and attendance at transportation impact fee training in Harrisburg
- Coordinated acceptance and approval of memorandum of understanding (MOU) between LebCo and HATS
- Participated in municipal outreach meetings regarding MOU with LebCo
- Attended statewide Planning Partners' meeting
- Prepared for and facilitated session at Planning partners' meeting
- Provided initial coordination for 2010 statewide Planning Partners' meeting
- Attended MPO/RPO district meeting regarding TIP update
- Attended statewide linking planning and NEPA meeting
- Attended District 8-0 MPO/RPO TIP development meeting
- Coordinated meeting with PennDOT regarding annual obligation reporting, data needs

- Coordinated ARRA funding/projects with District 8 and municipalities
- Prepared, reviewed, discussed pending economic stimulus package potential projects; responded to media requests
- Participated in discussions regarding economic stimulus funding/project implementation with transportation stakeholders
- Prepared letters on behalf of HATS for Norfolk Southern, Park Boulevard Realignment, and Southern Gateway projects
- Attended legislative briefings at District 8-0
- Participated in discussions regarding contract and DBE issues
- Attended peer review of PennDOT land use-transportation planning for Comprehensive Plans
- Review/comment on PennDOT long range transportation plan (LRTP) guidance
- Provided support and MPO coordination for PennDOT's Pennsylvania Community Transportation Initiative (PCTI/smart transportation)
- Finalize testimony for STC; participation in hearing
- Coordinated meeting between PennDOT, CAT , MPO regarding a transit capital planning tool
- Assisted CAT with triennial review information
- Presentation at FHWA/PennDOT training session regarding long range transportation plan and process
- Presented the HATS plan for linking planning and NEPA and the environmental resources GIS application
- Attended Dauphin County Commissioners workshop meeting
- Provided input to Government Accountability Office (GAO) survey and interview regarding statewide planning process
- Coordinated a goods movement survey with HRC/CREDC
- Participated in and co-chaired Harrisburg Regional Chamber transportation committee meetings
- Attended federal legislators meeting sponsored by CREDC
- Attended State of the City address
- Attended groundbreaking for Linden Centre
- Outreach, Susquehanna Water Gap workshop in Duncannon
- Public involvement plan development and meetings for Regional Transportation Plan (RTP) and Regional Growth Management Plan (RGMP) updates
- Participated in meetings regarding RTP/RGMP public involvement and outreach coordination
- Prepare for, advertise, and conduct eleven (11) RTP needs and project development workshops
- Preparation for planning roundtable scheduled for March 9, 2010
- Compiled follow-up notes, summaries and contacts for workshops
- Map regional needs identified in workshops
- Discussion/schedule for utilizing CommunityViz as a scenario planning tool application for RTP/RGMP coordination
- Began Amish contact outreach for RTP
- Research security as relates to RTP development
- Begin RTP document updates: demographics, transit, bike/ped, environmental overview

- Investigate FHWA report format suggestions
- Attended training sessions (webinar/workshop) on the following topics:
 - Creating citizen engagement in small and/or rural communities
 - Linking conservation and transportation planning
 - Energy efficient land use planning
 - Transportation impact fees
 - Susquehanna Water Gap open space study
 - Innovative public participation techniques
 - Building an effective US carbon market
 - Traffic impact studies, highway occupancy permits (TIS/HOP)
 - Innovations in transportation planning
 - Environmental justice
 - ARRA TIGER funding
 - Wind farms
 - High risk rural roads
 - Multimodal transportation planning
 - Climate change/transportation
 - Land needs and takings
 - Social equity through the planning process
- Participated in DEP Climate Change Advisory Committee (CCAC) and Land Use Transportation Planning (LUTP) subcommittee (meetings, conference calls)
- Review and input to LUTP subcommittee freight work plan development/consultant collaboration
- Develop/revise LUTP subcommittee freight, transit work plans
- LUTP meetings/follow-up with trucking, rail, marine industries and DCED
- Provided information requested regarding:
 - HATS organizational information, bylaws, MPO process, email balloting, TCRPC local assistance program
 - Project development process
 - Subcontractor certification process
 - LebCo AQ reports
 - Economic stimulus bill, projects, and ARRA priorities; TIGER funding eligibility, requirements and support
 - Population and employment projections
 - Capital bridge budget; bridge funding; bridge numbers
 - CMAQ funding/programming, carpool funding
 - Proposed federal earmarks
 - Transportation census material
 - STC hearings and STIP application
 - I-81 environmental contacts
 - LOS on 322 and 422 corridors
 - Shared parking opportunities
 - Ramp management information
 - TIP/RTP project information:
 - Carlisle traffic study
 - Corridor 2 study

- 5th Street/University Drive project
- previous PA 743/Turnpike effort
- PA 34/Sunnyside Drive reports
- New Kingstown bypass
- stormwater management contacts
- NS Crescent Corridor
- PA 743 project funding
- projects and development in upper Dauphin County
- traffic signals
- route/signage relocation
- Southern Gateway
- Hummelstown park and ride
- Dauphin Bypass milestones

TASK II. REGIONAL TRANSPORTATION PLAN
B. Congestion Management Process

Responsible Agencies:

Tri-County Regional Planning Commission

Estimated Costs:

Federal Highway Administration	\$47,064
Federal Transit Administration	9,252
PA Department of Transportation	7,039
Local	7,039
Total	<u>\$70,394</u>

Task Description:

Completion of this task will enable the continued implementation and use of a regional mobility plan for strategic congestion relief. The regional congestion management process (CMP) plan will continue to be monitored and evaluated to improve system operations and performance, and conform with SAFETEA-LU requirements. This will include the integration of the CMP's priorities into the regional long range plan and HATS FFY 2011 transportation improvement program. HATS will take the CMP to the next levels of collecting and managing necessary data and developing measures and thresholds to more fully incorporate a non-recurring congestion element into the CMP, as recommended through the 2009 certification review with FHWA and FTA.

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. Support for congested corridor improvements and traffic signal corridor coordination identified in the HATS region, as well as those in adjacent MPOs, and recommendations from regional planning studies 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, and supported for statewide funding administration. Further, ITS improvement projects and operations, such as the PA 511 traveler information program,

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. HATS will contribute to the update of the regional ITS architecture and ROP, as appropriate.

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 resource information it currently maintains. 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.

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.

End Products:

- Monitor/update corridors and subareas for future projects and implementation for congestion relief and safety improvement
- Support and coordination of the nine-county SRTP and its Commuter Services of Pennsylvania 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
- Coordination with CAT, other local transit providers, handicapped and other community groups to improve dissemination of transit information and services
- Involvement in the implementation of a Public Transit-Human Services Coordinated Plan

Results:

- Prepared CAT Service Study – GIS mapping; collaborated with CAT staff, Steering Committee, and consultant for fare study component
- Met with Cumberland County Planning Commission transportation subcommittee to discuss alternatives
- Edited draft study with comments and prepared for final steering committee meeting
- Presented CAT Service Study to CAT Board and HATS committees for endorsement
- Distributed 5310 JARC Applications and processing method
- Review of Human Service proposal for the state by the Bureau of Public Transit

- Attended meeting with municipality and PennDOT regarding a Middletown train station
- Attended the intercity regional transit kickoff meeting
- Attended PPTA Conference
- Provided CMP information for PennDOT Research Project, Ramp Management in Pennsylvania
- Attended safety presentation at PennDOT District 8-0 office
- Reviewed state highway safety improvement plan
- Attended highway safety planning training in Washington, DC
- Reviewed CMP for safety related projects
- Worked on safety component of the RTP
- Reviewed PennDOT District 8-0 safety project list
- Worked on crash analysis using CDART application at PennDOT
- Attended Safety Summit in Shippensburg
- Monitored/promoted ITS issues/priority for presentations, ARRA, next authorization
- Met with PennDOT District 8 regarding ITS operations and ITS needs
- Signal corridor analysis for TIP update
- Coordinated and participated in PA34-Sunnyside Drive project meeting with PennDOT/consultant and Cumberland Perry Task Force
- Met with PEMA to discuss transportation security issues

TASK II. REGIONAL TRANSPORTATION PLAN
C. Intermodal Management Systems

Responsible Agencies:

Tri-County Regional Planning Commission

Estimated Cost:

Federal Highway Administration	\$54,304
Federal Transit Administration	10,676
PA Department of Transportation	8,122
Local	8,122
Total	<u>\$81,224</u>

Task Description:

Intermodal management systems planning will allow the continued identification and monitoring of the multi-modal access needs of 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 update effort between FHWA, PennDOT, and planning partners.

Implementation of recommendations from the South Central PA Regional Goods Movement Study (2006) will continue with emphasis on the eight-county Regional Goods Movement Forum (RGMF) and initial project development.

Recommended alternatives from the CAT Transit Service Study will begin development and implementation. A long range transit plan will suggest updates to the existing transit system and operating plans, and evaluate system and route performance.

A short range transit plan will supplement the long range planning effort. Service connectivity with surrounding providers will be coordinated to promote inter-regional transit options. Multi-modal initiatives, including pedestrian and bicycle alternatives and improvements, as well as expanded park and ride facilities will be explored and coordinated within the planning process. Additional effort to improve community walkability, including a “complete streets” and sidewalk initiative, promoting non-motorized traffic safety will continue to be emphasized. Bus stop and sidewalk inventory information supplements this effort.

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.

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, including NS Crescent Corridor and national high speed rail initiatives
- Work to coordinate activities into both passenger and freight 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 south central PA Regional Action Plan (RAP) priorities
- Monitor the latest information concerning passenger transportation in the nation, applied to the HATS area as appropriate
- Implementation of proposed CAT service alternatives including identification of funding sources, institutional barriers, organizational and operational options and general timetables
- Short range transit plan information and recommendations disseminated to persons and agencies to assist with the development of public transit ridership
- Long range transit plan to assist with the development of a regional public transit system
- Ongoing work efforts and data development to support the Bicycle/Pedestrian/Passenger Task Force, including sidewalk "best practices" initiative

Results:

- Coordinated regional goods movement forum (RGMF) activities and quarterly meetings
- RGMF meeting prep, pre-RGMF conference call with chairmen, arrange speakers, post-meeting minutes, debriefings and follow-ups
- Draft/distribute meeting notes, obtain/distribute Power Points
- Updated and maintained RGMF listserv
- RGMF member meetings regarding issues
- Distributed industry information
- Participated in DVRPC Goods Movement Task Force meeting
- Coordinated RGMF legislative session
- Coordinated RTP workshop regarding freight/goods movement needs
- Met with PennDOT Deputy Secretary Madden to define future direction of the program

- Attended Regional Goods Movement Forum meeting at HIA including airport freight update and tour of the Fed Ex facility
- Goods movement presentation/preparation for ACTPO/Chamber forum
- Contacted state House and Senate regarding RGMF legislative updates
- Researched proposed PA house and senate public/private partnership (P3) bills
- Coordinated RGMF state/federal legislative session
- Prepared FHWA Peer-To-Peer application for RGMF meeting/legislative session, pre- & post-contacts
- Facilitated FHWA RGMF peer presenters
- Identify/recruit VDOT P3 RGMF presenter
- Coordinated with PennDOT regarding RGMF public sector presentation (State of the State Report)
- Developed draft list of new NHS intermodal connectors for further analysis
- Status meeting on draft list of new NHS intermodal connectors for further analysis
- Processed intermodal connector (IMC) reclassification for Texaco & Hempt Roads
- Met with FHWA regarding impending intermodal connector program update priority
- Participated in IMC meetings with FHWA, PennDOT, Planning Partners
- FHWA/PDOT IMC initiative meetings preparation, post-meeting minutes, criteria analysis
- Participated in FHWA/I-95 Corridor Coalition ICAT conference call
- FHWA/PennDOT Intermodal Connector Assessment Tool (ICAT) meeting, pre- & post-prep
- Talking Freight Webinars:
 - Truck size/weight enforcement
 - Freight corridors
 - Performance measurement tool(s)
 - Federal motor carrier webinars
 - Trucker safety and behavior
 - AASHTO Freight Partnership Survey
- Attended AASHTO Freight Partnership Conference (DVRPC)
- Participated in AMPO goods movement survey
- HRC/CREDC Freight Survey follow-up
- Reviewed and completed FHWA MPO freight profile
- Participated in study review committee meetings for Corridor 2
- Provided information to consultant for Corridor 2
- Reviewed information on MTP Corridor 2 initiative/service proposal
- Generated list of previous HATS CMAQ funded projects
- Participated in ARRA-DETA emissions reduction conference call and follow-up with DEP, PMTA
- Discussion and contact on Ferry Boat funding

- Prepared initial contact/data/info to PennDOT state rail study consultant
- PennDOT Rail Freight consultant selection evaluations/meeting
- Review and discussion on Corridor One and the PA Rail Plan
- Reviewed State Freight and Passenger Rail Plan, prepared comments for HATS committees
- Download/review draft National Rail Plan
- Reviewed information provided for JARC application and forwarded to PennDOT
- Participated in Middletown Station research/discussion efforts
- Met with Norfolk Southern consultants regarding Harrisburg Rail Yard expansion
- Prepared/distributed HATS public comment on Harrisburg Rail Yard expansion project
- Attended Norfolk Southern Crescent Corridor public meeting
- I-81 Corridor Coalition Local Governance committee meeting, preparation, follow-up
- Input to I-81 Corridor Coalition legislative advocacy/funding request
- Prepared response to public concern for bicycle safety issue on a LebCo/HATS project
- Completed CAT route LOS summary for HATS 2035 RTP update
- Draft/update goods movement section of 2035 RTP update
- Reviewed new census information on commodity flows in and around Harrisburg

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

Responsible Agencies:

Tri-County Regional Planning Commission

Estimated Costs:

Federal Highway Administration	\$144,811
Federal Transit Administration	28,467
PA Department of Transportation	21,660
Local	21,660
Total	<u>\$216,598</u>

Task Description:

Regional transportation planning will consist of completing the Regional Transportation Plan (RTP) update, 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.

The regional travel demand model will continue to will assist the Commission in meeting 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. The model traffic analysis zone (TAZ) structure will be refined based on 2010 Census data, and the transit component will be further integrated into the model as well. 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.

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 for ongoing analysis, scenario building, and monitoring. Application of the model will also contribute toward the development of transportation

performance measures in coordination with FHWA and PennDOT. Other data coordination with neighboring planning MPO partners will be supported and applied to HATS planning and modeling analyses, as mutually agreed upon.

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 and signal corridor 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.

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, 2010. 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:

- 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 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, 2010
- Determine the types of analysis needed, and develop data accordingly
- 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
- Researched pending federal/state legislative initiatives
- Review SAFETEA-LU and potential T4 reauthorization requirements to include in RTP update
- Research performance measures; scenario building; other MPO processes
- Obtained PSU-Harrisburg, FHWA and PennDOT input on performance measures
- Comparison of performance measurement indicator analysis
- Research reauthorization and security issues for RTP development
- Review of climate change material and possible inclusion in work program and RTP
- Prepared RTP timeline, process, reorganization/strategy adjustment
- RTP task force organization, schedule of meetings
- Met with consultants Parsons Brinkerhoff to review public participation techniques used by HATS
- Coordinated RTP outreach plan with TCRPC Regional Growth Management Plan (RGMP)
- Prepared for needs and project development workshops
- Prepared workshop summaries and mapping for GIS analysis
- Prepare, conduct, follow-up to RTP task force meetings (on-going)
- Employment analysis methods, purpose and need, contract follow-up
- Reviewed population, employment projection allocation model
- Prepare draft RTP needs/goals
- Development of scenarios for RGMP/RTP outreach
- Reviewed new census release on population projections
- Worked on RTP document update (on-going)
- Generated updated population, household and employment projections/allocations to 2035
- Reviewed population projections for RTP update
- Worked on model updates and population projections by TAZ for model
- Reviewed AQ regulations for MOVES model
- Reviewed Air Quality analysis MOVES model
- Worked on travel demand model updates
- Attended Air Quality Workgroup meetings
- Reviewed new PM AQ designation for Harrisburg MPO
- Updated AQ modeling software and ran model
- Discussed potential 'hot spot' analysis for I-83
- Responded to model data requests
- Coordinated Air Quality requirements with LebCo
- Attended training for MOVES Air Quality analysis software
- Worked on updates for the travel demand model

- Assessed demographics at TAZ level, IRI index
- Ran model for RTP projection years for VMT
- Ran AQ model for annual emissions data summary
- Attended statewide linking planning and NEPA workshop
- Attended Agency Coordination meeting (ACM)
- Held project development discussions regarding:
 - a new interchange between the Turnpike and Route 81 near Carlisle
 - Dauphin County bridge #32
 - Carlisle Road Diet project
 - Ned Smith Center/Route 209 and Water Company Road project
 - Perry County local bridge inquiry — coordinated contact between Rye Township and PennDOT District 8
 - Stella Street project in Wormleysburg
 - Walnut St/Progress Avenue
 - 5th Street/University Drives
 - Lykens Valley Rail Trail
 - Contracting engineering services
 - Park Avenue realignment potential for TIGER funding
 - West Park Avenue bridge project in Derry Township
 - PA743/US422 Square Improvements to keep project moving through PS&E
 - Hummelstown on P&R Project
 - Gettysburg Road Realignment project
 - US 11/15 Rock Slope
 - Crescent Corridor/NS Harrisburg Rail Yard expansion and improvements
 - Local bridges in Perry County
- Formalized efforts for the multi-municipal comprehensive plan for the Valleys (Halifax Borough, Halifax, Jefferson, Rush and Wayne Townships)
- Reviewed District 8 proposed safety projects list
- Acquired crash data from PennDOT for RTP update
- Reviewed GIS crash data files
- Processed smart transportation (PCTI) applications; ranked to determine priority
- Updated/presented HATS/County PCTI project recommendations
- Distributed ARRA funding request notifications for local projects
- Organized local project outreach/prioritization for ARRA funding
- Generated TIGER funding support letters and processed RTP amendments, as appropriate
- Staff discussion/approach to Community Viz application with RTP and RGMP plans
- Attended presentation and training for Community Viz software
- Reviewed Community Viz software
- Held scenario planning discussions
- Conducted test of Community Viz build out
- Performed assigned traffic counts

- Mailed HPMS data sheets to PennDOT for its entry into computer database
- Coordinated and completed CAT system map
- Environmental resources GIS application update and maintenance
- Developed Anderson land use/land cover feature
- Plotted origins and destinations of people participating in the Commuter Services program
- Reviewed GIS RTP project files; coordinated with current project database
- Conducted internal meeting regarding data availability for PennDOT state rail study
- Performed GIS analysis to identify environmental justice (EJ) populations

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	\$7,241
Federal Transit Administration	1,423
PA Department of Transportation	1,083
Local	1,083
Total	<u>\$10,830</u>

Task Description:

The Transportation Improvement Program (TIP) will be maintained for FFY 2010 and updated for FFY 2011-2014, to include both highway and transit projects. Project implementation dates will be monitored and revised as needed. Modifications 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 2010 and 2011, 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 2010 and 2011, will be maintained similar 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:

- Coordination/processing of transit economic stimulus projects
- TIP modifications resolution threshold adjustment amendment
- TIP funding adjustments for advance construct projects
- Meetings and funding coordination for Lykens Valley Rail Trail, 5th Street/University Drive
- Participated in bike/pedestrian planning in Millersburg, joining their parks plan to the LVRT
- Project development and TIP amendment for Craighead bridge, Stella and 2nd Streets, Dauphin County Bridge 32
- Gathered information regarding 5310 funds
- Conducted email ballot for TE projects
- Conduct email ballot and process eSTIP for ARRA transit, Lemoyne Connector
- ARRA funding coordination including Millersburg Ferry, DOE
- Dauphin County priority list
- Finalized project support letters for potential earmarks
- Processed FHWA and FTA eSTIPs (8)
- Investigate local and discretionary ARRA project funding
- Conduct email ballot for Ned Smith Center projects
- Discuss let date priority for 5th St/University Drive project
- Prepared base allocation summary for FFY 2011 TIP Update
- Reviewed potential round #3 ARRA funding for Harrisburg projects
- Prepared STC hearing testimony
- Meetings and discussion for PA 743/US422 Square Improvements project
- Addressed US 11/15 Rock Slope project status
- 2011 TIP update draft assessment/comparison
- Reviewed Annual obligations list
- Development of signal corridor projects for TIP

TASK IV. SUPPLEMENTAL PLANNING FUNDS

2010 Planning Partners Annual Conference

Responsible Agencies:

Tri-County Regional Planning Commission
PennDOT

Estimated Cost:

Federal Highway Administration	\$12,000
PA Department of Transportation	3,000
Total	<u>\$15,000</u>

Task Description:

Harrisburg will host the annual statewide Planning Partners meeting in October 2010. HATS staff will:

- Assist PennDOT in finalizing arrangements for an appropriate venue for the meeting.
- Assume contractual responsibility for logistical arrangements such as meals, meeting room setup, audio-visual equipment, and special events coordination.
- Assist PennDOT in identifying timely topics, panels and speakers.
- Assist PennDOT in selecting appropriate tours and special events for attendees.

TASK IV. SUPPLEMENTAL PLANNING FUNDS

Capital Area Transit (CAT) Service Study – Alternatives Development & Implementation - Carlisle Intra-borough Transit Service

Responsible Agencies:

Tri-County Regional Planning Commission
Capital Area Transit

Estimated Cost:

Federal Highway Administration	\$9,600
PA Department of Transportation	2,400
Total	<u>\$12,000</u>

Task Description:

The Carlisle intra-borough transit service implementation effort will identify and screen several alternatives for bus service within Carlisle Borough and the immediate surrounding area. The focus of this service will be the Carlisle central business district as well as outlying employment and retail attractors. Areas that will potentially generate ridership in the borough and in the surrounding area will be considered based on population density, demographics, and commuter patterns. Alternative transit routes will be fully developed including schedule, cost, ridership, revenue, and deficit. Full funding for and capital expense and operational funding will be identified.

End Product:

- Selection and implementation of one Carlisle intra-borough transit service alternative

Harrisburg Area Transportation Study
Budget Summary
FY 2010-2011

	TOTAL PROGRAM	FEDERAL		STATE	LOCAL	
		PL	MPP		PL	MPP
I. MPO ADMINISTRATION	81,224	54,304	10,676	8,122	5,454	2,669
II. REGIONAL TRANSPORTATION PLAN	449,442	300,482	59,071	44,944	30,176	14,768
A. Public Participation/Outreach	81,224	54,304	10,676	8,122	5,454	2,669
B. Congestion Management Process	70,394	47,064	9,252	7,039	4,726	2,313
C. Intermodal Management Systems	81,224	54,304	10,676	8,122	5,454	2,669
D. Data Development & Support	216,598	144,811	28,468	21,660	14,543	7,117
III. PLAN IMPLEMENTATION	10,830	7,241	1,423	1,083	727	356
A. Transportation Improvement Program (TIP/STIP)	10,830	7,241	1,423	1,083	727	356
TOTAL REGULAR PROGRAM	541,496	362,027	71,170	54,149	36,357	17,793
IV. SUPPLEMENTAL PLANNING FUNDS	27,000	21,600	0	5,400	0	0
2010 Planning Partners Annual Conference	15,000	12,000	0	3,000	0	0
CAT Alternatives Development	12,000	9,600	0	2,400	0	0
TOTAL LOCAL PROGRAM	568,496	383,627	71,170	59,549	36,357	17,793

Exhibit "A"

Exhibit “B”

Exhibit "C"