

**UNIFIED PLANNING WORK
PROGRAM
(UPWP)**

FY 2024 - 2025
July 1, 2024 – June 30, 2025

**HARRISBURG AREA TRANSPORTATION STUDY
(HATS)**

Technical Committee Recommendation:
February 9, 2024

Coordinating Committee Approval:
February 23, 2024

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If you have a request for a special need, wish to file a complaint, or desire additional information, please call (717) 234-2639, visit Tri-County Regional Planning Commission at 112 Market Street, 2nd Floor, Harrisburg, PA 17101, or email planning@tcrpc-pa.org.

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Overview

The Unified Planning Work Program (UPWP) documents Harrisburg Area Transportation Study's (HATS) proposed regional transportation planning activities in the Harrisburg region. It is typically prepared and updated on a two year basis that coincides with the state fiscal year, July 1 through June 30, and is required by federal metropolitan transportation planning regulations. However, this update is limited to one year to stagger the UPWP and TIP update cycles.

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

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

Introduction

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

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

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

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

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

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

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

Partnering Agency Roles

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

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

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

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

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

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

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

Program Responsibilities

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

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

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Activity	Required Update Cycle	Last Adopted	Next Adoption (Targeted)
Federal TMA Planning Certification Review	4 years	9/8/2021	9/8/2025
Unified Planning Work Program (UPWP)	2 years	12/17/2021	2/23/2024
Regional Transportation Plan (RTP) *	4 years	9/24/2021	9/24/2025
Transportation Improvement Program (TIP) *	2 years	6/24/2022	6/21/2024
Federal Obligation Report	annually	12/16/2022	12/15/2023
Performance Measures Monitoring PM – 1	annually	2/25/2023	2/23/2024
PM – 2	2 years	4/28/2023	4/28/2025
PM – 3 (including GHG)	2 years	4/28/2023	4/28/2025
Congestion Management Process Plan (CMP)	As needed	6/23/2017	12/31/2024
Coordinated Public Transit - Human Services Plan	As needed	12/18/2015	12/31/2024
Bicycle Ped Study/Active Transportation Plan	As needed	9/26/2014	4/26/2024
Regional Freight Plan	As needed	9/22/2017	6/30/2026
Public Participation Plan (including Limited English Proficiency)	As needed	9/24/2021	9/24/2025
Environmental Justice Plan (EJ)** (benefits and burdens analysis)	As needed	6/24/2022	6/21/2024
Title VI/ADA Policy & Procedures	As needed	12/17/2021	9/24/2025

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

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

Federal Planning Factors

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

- (1) Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the **safety** of the transportation system for motorized and non-motorized users;
- (3) Increase the **security** of the transportation system for motorized and non-motorized users;
- (4) Increase **accessibility and mobility** of people and freight;
- (5) Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

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

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

Statewide Transportation Improvement Program (STIP) Planning Findings

A Planning Finding is a formal action taken by FTA and FHWA to ensure that STIPs and TIPs are developed according to statewide and metropolitan planning processes consistent with required statutory and regulatory planning and related provisions. A Planning Finding is an opportunity to highlight what works well and what needs improvement in a statewide or metropolitan planning process. The most recent Planning Finding, for the FFY 2023-2026 program, made the following recommendations for integration into the statewide and regional planning and programming processes:

- (1) Prior to obligation, ensure all projects programmed with HSIP funds (or subsequent cost increases) are evaluated and verified for eligibility and safety cost effectiveness per Publication 638. Continue ongoing efforts to maximize percentage of HSIP annual apportionment and schedule regular coordination meetings with FHWA to discuss challenges and identify opportunities to improve safety programming, programming, and project delivery.
- (2) Better integrate PennDOT Asset Management Systems (AMS) into the STIP development processes. PennDOT, MPOs/RPOs, and transit agencies review and evaluate their planning agreements and internal procedural documents to ensure they are updated to incorporate new requirements and clearly define and document their roles and responsibilities for carrying out 23 U.S.C 134, 23 U.S.C 150, and 23 CFR 450 Subpart C requirements.
- (3) Improve the LRTP update and agency coordination by scheduling a coordination meeting at least 30 months prior to the LRTP deadline. The meeting will serve the purpose of discussing roles and responsibilities, reviewing state and federal planning and transportation air quality requirements (where applicable), discussion on how to incorporate PBPP and TPM into the plan update, and identifying key milestones and resources.
- (4) Undertake efforts to not only verify the status of the subrecipients of PennDOT's Consolidate Planning Grant (CPG), but also undertake a proactive and guidance driven approach to supporting the efforts of their subrecipients to be in compliance with the Title VI requirements in accordance with FTA Circular 4702.1B.

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- (5) All Planning Partners, transit agencies and PennDOT must cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous year in accordance with 23 CFR 450.334. While overall, the MPOs/RPOs have made significant improvements in this effort since it was identified in the 2019 FPF, especially with Highway/Bridge projects, the inclusion of obligated transit projects has been inconsistent. As such, FTA and FHWA recommend PennDOT work with MPOs/RPOs and transit agencies to ensure this requirement is carried out on an annual basis for all federally funded Highway/Bridge and transit projects.

To ensure consistency with required statutory and regulatory planning and related provisions, HATS will address the STIP findings by continuing to develop the annual list of obligated projects report, scheduling an LRTP kickoff meeting with regional stakeholders, and work with PennDOT to improve the programming of safety funds through the already-underway Safe Streets For All Qualified Safety Plan.

Planning Certification Review

Because the HATS MPO is part of an urbanized area exceeding 200,000 population, it is classified as a Transportation Management Area (TMA). As such, FHWA and FTA are required to jointly review and evaluate the HATS transportation planning process at least every four years to determine if the process meets the federal planning requirements. The most recent review was conducted in May 2021 and the final Certification Review Report was issued on September 8, 2021. The review found the HATS process to substantially meet federal transportation requirements, subject to addressing a Corrective Action regarding production of a Title VI Program document (which was officially adopted in December 2021). The 2021 review also offered several commendations and recommendations for follow-up and incorporation into future work program activities. The complete certification review report is available on the HATS website (<https://www.tcrpc-pa.org/hats-mpo-resources>).

The following list summarizes the areas in the draft 2021 certification review report warranting closer attention through work program activities, which are incorporated into the proposed work program activities of this FY 2024-2025 UPWP:

- (1) **Continuous, Cooperative, and Comprehensive (3C) Process**
Update the 2012 MOU between HATS, PennDOT and CAT to document the process for adopting targets and developing projects associated with Transit Asset Management (TAM) and the Safety Plan, as well as outlining each other's role in transit planning. This documentation will help streamline coordination and make clear the roles and procedures for the parties involved and members of the public.
- (2) **Civil Rights (Title VI, EJ, LEP, ADA)**
HATS meets FHWA's requirements for Title VI; however, HATS did not have a formal Title VI Program document per the FTA Circular 4702.1B requirements. HATS submitted a remedial action plan, including a list of planned actions for creating a cohesive Title VI Program document that meets the requirements of FTA Circular 4702.1B, Chapters III and VI. HATS Title VI Program was formally adopted in December 2021.
- (3) **Public Participation & Outreach**
Engage in consultation with the Tribes and Nations whenever conducting public outreach, and develop an internal process to track progress on improving public

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participation and involvement through targeted outreach strategies and goals as described in the Public Participation Plan (PPP).

- (4) **Transportation Improvement Program**
HATS and CAT to work together to identify the roles each will fulfill in TIP development and collaborate more clearly so transit can be better represented in HATS project selection or innovative products.
- (5) **Performance Based Planning and Programming**
HATS MPO and PennDOT District 8-0 to build on their collaborative process and work together to better integrate the PBPP and the TAMP into the LRTP and TIP program development process. To support these efforts, the Review Team recommends PennDOT Central Office provide resources and training to the MPO and District in these areas.
- (6) **Transportation Safety**
Continue to focus on safety in its project development process by doing the following to strengthen safety planning: utilize Road Safety Audits (RSAs) – both motorized and non-motorized – to identify safety issues and potential improvements; provide a summary of past safety projects along with before and after crash data to help illustrate what countermeasures are working and ones that are not (which may also help in developing strategies to achieve Performance Measure 1 (PM1) goals); and consider adding discussion to the RTP on any specific strategies as to how PM1 goals are to be achieved.
- (7) **Integrating Freight into the Planning Process**
Collaborate with the central PA MPOs to complete the third session of the truck parking roundtable to develop a truck parking action plan for Central PA.
- (8) **Environmental Mitigation/Planning Environmental Linkage**
Consider expanding the mitigation sites mapping tool to also include endangered species, and/or historic structure sites, in addition to wetland/stream areas, to provide a more comprehensive analysis for the region.
- (9) **Congestion Management Process/Management and Operations**
Pursue a regional Congestion Management Plan (CMP) with support from PennDOT Central Office, PennDOT District 8-0, and regional TMAs. FHWA grant funding should be considered for operational and ITS improvements to improve regional congested corridors.

Work Program Development

As part of previous STIP planning findings, greater collaboration and participation with PennDOT and FHWA was recommended for the development of UPWPs. In response to this directive, beginning in November 2023, HATS staff gathered input for the initial draft of the work program from FHWA, FTA, PennDOT Central Office staff, PennDOT District 8-0, PennDOT Bureaus of Public Transportation and Rail Freight, Capital Area Transit/rabbitransit (SRTA), tribal consultation and the HATS Technical and Coordinating Committees regarding the specifics of upcoming work program activity. These stakeholders were encouraged to review the program provided and suggest any additional regional planning initiatives that may address emerging and/or localized issues. From this input, comments were incorporated and a preliminary draft was provided in December to the HATS Technical and Coordinating Committees for their feedback and ultimate authorization to provide the final

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draft UPWP to FHWA for review and comment. Comments from the FHWA review were then integrated into a final UPWP provided for HATS adoption on February 23, 2024.

Program Highlights

The primary focus areas proposed for the FY 2024-2025 UPWP include:

- (1) *Performance measures and targets* – coordination with PennDOT, CAT, and other appropriate agencies to continue data collection and analysis requirements for safety, congestion, freight, transit, and internal data management for HATS. 2020 Census data will be incorporated into the base demographics supporting the establishment of performance measures and targets.
- (2) *Implementation of priorities identified in the adopted RTP* – ongoing expansion of data to support environmental mitigation strategies and mobility needs, land use policies defined in the *Regional Growth Management Plan (RGMP)*, periodic collaboration with the established workgroups, as well as participation in *PennDOT Connects* as it supports the RGMP, RTP and HATS program and project development process. An RTP update will occur during the timeframe of this UPWP.
- (3) *Collaboration with neighboring MPOs and PennDOT* on items of mutual interest – including benefits/burdens analysis, resiliency and storm water mitigation, regional travel demand modelling and congestion management planning, and freight planning. A coordinated regional public transit-human services plan will also be developed.

Detailed program task descriptions proposed for FY 2024-2025 are provided in the next section. Previous work accomplished through the annual work program is documented as part of the HATS Annual Report, which can be found on our website (<https://www.tcrpc-pa.org/hats-plans-publications>). Ongoing monthly progress reports are also provided to Tri-County Regional Planning Commission, the County Planning Commissions, as well as PennDOT Central Office for invoicing documentation.

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

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

The total budget for the regular FY 2024-2025 UPWP is \$1,161,250 for the program period. This represents a 3.1% increase in annual funding levels from the previous UPWP. Within the framework of available financial and staff resources, this work program effectively addresses HATS' key regional issues. The program, however, is dynamic in nature and may be modified to respond to any emerging priority issue of special need vital to the orderly growth and development of the HATS area.

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Task Descriptions

TASK I. MPO ADMINISTRATION

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

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

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

Products:

- Notification, coordination and documentation of MPO meetings
- Distribution of MPO meeting materials (not less than 5 working days prior to MPO meeting), required MPO documentation/minutes (within 30 working days after meetings), and MPO program work product through the TCRPC website
- Preparation of monthly progress reports, invoices, contracts and monitoring, including Commuter Services (SRTP) invoice processing
- Updated planning agreements, as necessary
- MPO/County Continuity of Operations Plan (COOP) updates
- Coordination of current transportation program with neighboring MPOs and other partnering organizations
- Annual audits and financial reports
- Preparation of HATS 2025-2027 UPWP
- General transit planning program administration and support, as requested
- A Safety/Drug/Alcohol policy will be maintained in the workplace, as per FTA regulations and in compliance with the Federal 'Drug-Free Workplace Act of 1988'

Partnering Agencies:

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

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- Susquehanna Regional Transportation Partnership/Commuter Services

Project Cost and Funding:

Total	Federal		State	Local	
	PL	MPP		PL	MPP
162,575	114,490	15,120	15,540	13,195	3,780

TASK II. REGIONAL TRANSPORTATION PLAN

A. Public Participation & Outreach

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

Particular emphasis will be given to expanding efforts to network in communities traditionally underrepresented in the transportation planning process. This will include ongoing outreach to our region's Amish and Plain Sect communities and Tribes and Nations. TCRPC staff will work collaboratively with planning partners and other stakeholders as transportation needs are identified by local municipalities and in conjunction with the *PennDOT Connects* initiative.

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

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

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

Products:

- Local government notifications and advertisements sent to 103 municipalities

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

Partnering Agencies:

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

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Project Cost and Funding:

Total	Federal		State	Local	
	PL	MPP		PL	MPP
174,187.50	123,150	16,200	16,650	14,137.50	4,050

B. Congestion Management Process

The regional congestion management process (CMP) plan will be updated during the program year, in a unified effort with surrounding MPOs. The CMP will evaluate the current condition of the region’s transportation system and suggest improvements to system operations and performance based on an evaluation of the current congestion strategies being applied. Following its adoption, the CMP will continue to be implemented, monitored, and coordinated with data collection requirements for agreed upon performance targets. The priorities recommended by the CMP, travel time and level of service (LOS) information will be included in the development of updates of the HATS RTP, safety initiatives and the transportation improvement program. TCRPC staff will also facilitate opportunities for corridor studies to identify and analyze alternatives that improve traffic flow, safety and operations on regional and local roadways.

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

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

Staff will work to further the safety goals of the RTP, IJJA and safety targets reflected in PennDOT’s Strategic Highway Safety Plan (SHSP). TCRPC staff will also work on the completion and implementation of the regional Safe Streets For All Qualified Safety Plan, while also continuing to participate in safety planning activities that lead to a better understanding of safety in the prioritization of transportation projects. This includes maintaining the safety data dashboard developed by HATS staff, promoting its use among the municipalities in the region, and providing educational materials regarding key safety issues in the region.

In coordination with PennDOT, TCRPC staff will support or initiate safety studies/audits on CMP priority corridors that exhibit a large degree of systemic congestion due to crashes. This will be informed by real time data provided by the partnership with Waze to identify emerging areas of concern as well as implementing recommendations from previous corridor and safety

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studies: Camp Hill to Capital Corridor Study, Riverlands Safety Study, I-81 Improvements Strategy, and Market Street Road Diet (Lemoyne).

To address resiliency planning, TCRPC staff will reference PennDOT's Extreme Weather Vulnerability Assessment to incorporate flooding resiliency into project development, coordinate with County hazard mitigation plans and watershed implementation plans, incorporate public safety considerations into the Safe Streets For All Qualified Safety Plan, and any planning requirements of IIJA programs, including the PROTECT funds.

TCRPC staff will consider the application of Intelligent Transportation Systems (ITS), including dynamic signal coordination technology, when appropriate to a project or corridor, and will contribute to the update of PennDOT's regional ITS architecture and Regional Operations Plan, as appropriate. Technology necessary for connected and autonomous vehicles, or dedicated short-range communication (DSRC) systems and its potential deployment methods will continue to be coordinated among District 8-0 planning partners as recommended in the Dedicated Short Range Communications Study completed in 2019. TCRPC staff will coordinate with PennDOT on National Electric Vehicle Infrastructure (NEVI) program implementation as appropriate.

Efforts will continue to monitor the provision of transit service to the elderly and handicapped. An annual update to CAT's/SRTA'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.

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

Products:

- Complete and begin implementation of a regional Congestion Management Process plan
- Complete and begin implementation of Safe Streets For All Qualified Safety Plan
- Maintain Waze partnership to provide real-time analysis and coordinate results on a regional basis
- In coordination with PennDOT, initiate or advocate safety studies based on data and local stakeholder input
- Maintain the HATS safety data dashboard and associated safety planning tools and promote their use among the municipalities in the region
- Provide educational materials regarding key safety issues in the region; coordinate educational outreach programs to disseminate information
- Monitor/update corridors and subareas for access management, future projects and implementation for congestion relief and safety improvement. When necessary, initiate corridor studies in coordination with PennDOT and impacted municipalities.
- Coordinate recommendations from County hazard mitigation plans, watershed implementation plans, and emergency management plans with ongoing project development and the *PennDOT Connects* process

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- Support and coordination of the nine-county SRTP and its Commuter Services of Pennsylvania program
- Continue staff support and facilitation of HATS’ Congestion Management Process and/or a regional approach covering the PennDOT District 8-0 area
- Coordinate with PennDOT in the planning, integration and implementation of a regional ITS system, as well as the potential deployment methods for connected vehicle technology (DSRC) and electric vehicles (EV)
- Ongoing municipal coordination specific to corridors of concern identified in regional studies
- Continue to promote the implementation of expanded or new park and ride facilities with PennDOT, local communities, CAT/SRTA and other stakeholders
- Track safety (PM1) and congestion (PM3) performance measures based on PennDOT data network tools to evaluate the progress toward meeting established targets

Partnering Agencies:

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

Project Cost and Funding:

Total	Federal		State	Local	
	PL	MPP		PL	MPP
162,575	114,940	15,120	15,540	13,195	3,780

C. Intermodal Management Systems

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

TCRPC staff will continue to work with regional stakeholders to address the recommendations from the Regional Freight Plan adopted in June 2017, including certification of candidate critical urban and rural freight corridors, improved traffic incident management along interstates, truck parking needs, rail freight service, safety and resiliency. TCRPC staff will continue to coordinate with and gather updated information from freight stakeholders. Additional regional freight summits will be held as appropriate leading to the expected update of the Regional Freight Plan in late 2025.

Assistance will continue to be provided to CAT in the implementation of its system redesign efforts and Transit Development Plan (TDP), including ongoing evaluation of system and route performance. The Public Transit-Human Services Coordination Plan will be updated in support

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of direction provided by the adopted redesign/TDP and future regional coordination with neighboring planning partners. Staff will work in conjunction with CAT to better integrate their existing service with neighboring transit providers. TCRPC staff will work with PennDOT and CAT to review performance data and assist in the reporting and tracking progress toward the attainment of critical outcomes for the region as identified in the Transit Asset Management Plan (TAMP). TCRPC staff will participate as communicated through the PA TAM Group Plan.

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

Products:

- Implementation of recommendations from HATS freight plan, including potentially hosting a regional freight roundtable
- Develop, adopt and implement HATS Regional Active Transportation Plan
- Continue monitoring all aspects of intermodal facilities, including national high speed rail initiatives and work to incorporate the freight provisions identified in the IJIA federal legislation
- Coordination with CAT, other local transit providers, handicapped and other community groups to improve dissemination of transit information and services
- Monitor the latest information concerning passenger transportation in the nation, applied to the HATS area as appropriate
- Implement the terms of the updated PennDOT/CAT/HATS MOU in regard to long and short range transit planning; update as necessary based on performance measures and administrative restructuring to form SRTA
- Assist PennDOT and CAT/SRTA develop written provisions related to performance data, selection of performance targets, and assist in the reporting and tracking progress toward the targets
- Update of the Public Transit-Human Services Coordinated Plan to support the findings of CAT's/SRTA's adopted transit development plan
- Ongoing work efforts and data development to support local bicycle and pedestrian planning efforts, including the continuation of HATS Bike/Pedestrian counts and maintenance of the sidewalk condition inventory
- Implementation of the HATS Regional Active Transportation Plan
- Coordinate with PennDOT to advance the recommendations of the updated Statewide Comprehensive Freight Movement Plan (CFMP)
- Continue programming and administration of HATS's share of the state's TASA program
- Track safety (PM1) and freight/CMAQ (PM3) performance measures based on PennDOT data network tools to evaluate the progress toward meeting established targets

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Partnering Agencies:

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

Project Cost and Funding:

Total	Federal		State	Local	
	PL	MPP		PL	MPP
139,350	98,520	12,960	13,320	11,310	3,240

D. Data Development & Support

Regional transportation planning will be consistent with the 2045 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 federal legislation including IIJA and the Clean Air Act Amendments (CAAA) of 1990. The 2045 RTP provides the foundation for project development in concert with linking land use planning and NEPA principles, *Regional Growth Management Plan* (RGMP), *PennDOT Connects*, multi-modal improvements, performance measures, and ultimately serves to improve the implementation efficiency of the TIP. The development of the next RTP will continue through this UPWP and will incorporate environmental justice/benefits and burdens analysis to evaluate potential effects on low-income and minority populations.

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

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

The regional travel demand model will continue to assist TCRPC in meeting several of its annual objectives, including but not limited to, revisions to the RTP, congestion management,

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intermodal management, RGMP, and air quality requirements. Work with this tool will support program efforts to make a more direct link between transportation and land use planning, including freight planning and localized scenario planning efforts. Work will continue with District 8-0 MPOs to implement a district-wide travel demand model and necessary agreements for its continued operation and maintenance. The Waze Partnership will be expanded as appropriate and permitted to integrate real-time data into these planning efforts.

Use and analysis of data provided through the detailed Census Transportation Planning Package (CTPP), PennDOT visualization tools such as PA OneMap, 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 monitoring and evaluation of PM-3 performance measures and targets in coordination with FHWA and PennDOT. Other data coordination with neighboring planning partners will be supported and applied to HATS planning and modeling analyses, as mutually agreed upon.

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

Urbanized area boundaries and 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 based on Census data. Specific focus will be directed at growth areas extending beyond the Census-defined urbanized area, intermodal freight connections and National Highway Freight Network linkages. Reviews will be based upon changes in demographics, land use and the transportation system including additions, adjustments, and obstacle identifications. Pavement and bridge asset management tools maintained by PennDOT will be used to monitor progress toward PM-2 performance targets and recommendations for system improvements made accordingly. Additional efforts to improve data collection and analysis of locally-owned bridges and roads to aid in project development, complementing the statewide system and providing more detailed information at the local level toward achieving performance targets.

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

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

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

Products:

- Development of the updated Regional Transportation Plan to reflect performance measures and priorities, including safety, mobility, environment, congestion, goods movement and transportation systems management/operations strategies, practices which support economic strengths such as tourism, and livable, resilient, and sustainable community strategies. Updated tools to include expanded mapping of potential environmental mitigation sites, among many others.
- Conduct environmental justice/benefits and burdens analyses during program development (RTP) and project implementation (TIP)
- Tracking of progress toward performance measures in coordination with PennDOT, FHWA, and FTA and other partners, to be updated and recorded in the “Tracking Our Progress” section of the web-based RTP.
- Update of the Project Pipeline through ongoing outreach efforts with regional partners and stakeholders including counties and municipalities, and any issues that arise through the *PennDOT Connects* process.
- Continue to fine-tune the travel demand model such that it remains a working tool for TCRPC staff planning program efforts (County, Regional and Transportation), as well as participation in the implementation of the District 8-0-wide travel demand model.
- Evaluate detailed CTPP data and other demographics as appropriate to identify specific transit/transportation needs. Work with community groups to define alternatives for implementation.
- Continue training/education efforts to successfully use the travel demand model for in-house planning applications, such as scenario planning.
- Continue participation in PA Air Quality Conformity Working Group, HSIP working group and other performance measures working groups, as needed.
- Assistance in implementation of the PA Climate Change Action Plan, where appropriate
- Submit timely recommendations for functional classification revisions to the PennDOT/FHWA based on 2020 Census data
- Participate in transportation impact studies (TIS) and Highway Occupancy Permit (HOP) reviews and coordinate with municipalities, as needed.
- Traffic counts will be performed and data-entered for 90 roadway sections, of which 36 will be classification counts and 54 volume counts.
- Roadway inventory and performance measures will be verified and updated on 177 HPMS sample sections.
- Data collection will be complete by the Thursday before Thanksgiving and transmittal of traffic count information to the Department on a monthly basis, completed by the first Friday in December, through an electronic exchange of computer data between PennDOT and TCRPC. A goal of 100 percent completion of all loop, classification and manual counts on time will be pursued.

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- Combine ‘in-house’ data with available PennDOT data to facilitate transportation planning and analysis.
- Evaluate the effectiveness of GIS applications.
- Maintain existing data and improve applications with new and/or updated data.
- Work with PennDOT to ensure uniform collection of transportation and environmental inventories of local transportation assets.
- Continue to work with PennDOT to ensure all regional problems are documented within the *PennDOT Connects* system.

Partnering Agencies:

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

Project Cost and Funding:

Total	Federal		State	Local	
	PL	MPP		PL	MPP
464,500	328,400	43,200	44,400	37,700	10,800

TASK III. PLAN IMPLEMENTATION

A. Transportation Improvement Program (TIP/STIP)

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

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

The update for the FFY 2025-2028 TIP will have been completed in June 2024. 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 and captured in the adopted TIP MOU. The HATS TIP will be consistent with the requirements of federal legislation including IIJA, and CAAA of 1990.

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

Products:

- Implementation of a fiscally constrained FFY 2025-2028 highway and transit TIP that draws from the RTP and responds to the defined needs of the region.
- Review and participation in development of the Twelve Year Program as requested by PennDOT.
- Coordination with PennDOT regarding potential P3 projects.
- Provide an additional round of RTP Implementation Program funding, and ongoing project development support for projects already funded and underway
- Participate in project scoping meetings and monitor highway occupancy permit (HOP) processes to ensure consistency with established planning and land use priorities
- Participate in project review activities for projects selected in the region for the PA Multimodal Transportation Fund (MTF) Program

Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbitransit (SRTA)

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- PennDOT Program Center
- PennDOT District 8-0
- FHWA, FTA, US EPA

Project Cost and Funding:

Total	Federal		State	Local	
	PL	MPP		PL	MPP
58,062.50	41,050	5,400	5,550	4,712.50	1,350

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TASK IV. SUPPLEMENTAL PLANNING FUNDS

A. Safe and Accessible Transportation Options

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

Products:

- Update the HATS safety data dashboard and network screening tools
- Update corridors and subareas for access management, future projects and implementation for safety improvement
- Identify and target low-cost, systemic pedestrian and bicycle countermeasures and alternatives

Partnering Agencies:

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

Project Cost and Funding:

Total	Federal		State	Local	
	PL	MPP		PL	MPP
21,000	21,000	0	0	0	0

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Budget Summary

	TOTAL PROGRAM	FEDERAL			STATE	LOCAL	
		PL	MPP	STBG		PL	MPP
I. MPO ADMINISTRATION	162,575.00	114,940.00	15,120.00	0.00	15,540.00	13,195.00	3,780.00
II. REGIONAL TRANSPORTATION PLAN	940,612.50	665,010.00	87,480.00	0.00	89,910.00	76,342.50	21,870.00
A. Public Participation/Outreach	174,187.50	123,150.00	16,200.00	0.00	16,650.00	14,137.50	4,050.00
B. Congestion Management Process	162,575.00	114,940.00	15,120.00	0.00	15,540.00	13,195.00	3,780.00
C. Intermodal Management Systems	139,350.00	98,520.00	12,960.00	0.00	13,320.00	11,310.00	3,240.00
D. Data Development & Support	464,500.00	328,400.00	43,200.00	0.00	44,400.00	37,700.00	10,800.00
III. PLAN IMPLEMENTATION	58,062.50	41,050.00	5,400.00	0.00	5,550.00	4,712.50	1,350.00
A. Transportation Improvement Program (TIP/STIP)	58,062.50	41,050.00	5,400.00	0.00	5,550.00	4,712.50	1,350.00
TOTAL REGULAR PROGRAM	1,161,250.00	821,000.00	108,000.00	0.00	111,000.00	94,250.00	27,000.00
IV. SUPPLEMENTAL PLANNING FUNDS	21,000.00	21,000.00	0.00	0.00	0.00	0.00	0.00
A. Safe and Accessible Transportation Options	21,000.00	21,000.00	0.00	0.00	0.00	0.00	0.00
V. SPECIAL PROJECTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL LOCAL PROGRAM	1,182,250.00	842,000.00	108,000.00	0.00	111,000.00	94,250.00	27,000.00